



Gas
THE
ANDREW SNOW, JR.
COLLECTION

#37+(37A)

CHARLES TABER & CO.

IMPORTERS

— AND —



MANUFACTURERS,



No. 45 Union Street, and No. 8 North Water Street,

NEW BEDFORD,

Keep constantly on hand a large assortment of every description of

NAUTICAL INSTRUMENTS.

Warranted Sextants, Quadrants, Spy Glasses, and Barometers, from the celebrated Manufactory of
and from other makers; Aneroid Barometers, French
Glasses, Binnacle and Boat Compasses,
Compasses, Log Glasses, &c. &c., with

selected by Whalers, (the best assortment for Whalers, to be
y, and every description of NAUTICAL STATIONERY.

Work Shop to their establishment, (Entrance, No. 8 NORTH WATER STREET,)
E. W. CHOATE, are now ready to attend to repairs of all kinds of Nautical

carefully adjusted before delivery, and will be WARRANTED to the purchaser.
given, when necessary, in the adjustment of the Sextant.

Crew list as per Whalers Shipping List
10/2/13

Capt. Mr. B. Waterman

Neat Nathaniel P. Gray

2 - Ab. Wamsley.

3 - Edw. May

4 - Jos. Athing

5 - Anthony Wilford

Say Harbor.

Burkeville, Mass.

Barnstable, Mass.

Rethel, Vt.

Cooper Karl Kiesle

Mr. H. Wilson

Geo. A. Welman

John W. Roberts

Elas. Dixon

John T. Fairchild

A. F. Streetland

Isaac McLean

John Newman

Isaac Saunders

E. Frank Wright

Abel Myers

David Hills

John T. Storrell

John Lewis

Mr. Reynolds

David Everett

Thos. L. Palmer

Sam. Mortimer

Mr. J. Bourne

Thos. A. Cummings

Geo. M.

Falentz, Saylby

Chas. Rodney

Thos. Daniels.

Old Dartmouth

WHALING
MUSEUM
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Historical Society

Ship Champion

336 tons

| Sailed | Retd | Where | Captain | Agent | Whale | Sperm | Bone |
|----------|---------|------------|-------------------|-----------------|-------|-------|-------|
| 6/13/44 | 3/3/47 | NW Coast | Iaac J. Sanford * | J. D. Thompson. | 115 | 3100 | 14000 |
| 8/5/47 | 4/8/50 | " " " " | Parker. | do | 207 | 2619 | 23300 |
| 6/18/50 | 3/24/53 | No Pacific | Jos Bailey x | do | 34 | 1001 | 16000 |
| 7/11/53 | 7/5/55 | Pacific | Wm B Waterman □ | do | 511 | 1841 | 27000 |
| 10/14/55 | 4/6/58 | " | Notab P. Gray o | do | 85 | 1470 | 8000 |

180 Tons home 90 Sperm
0 " " 300 Whale 28700 Bone

Brought from Boston 1843

* Capt. Sanford injured by breaking of tackle-fall
and died from the effects 1845

x Capt. Bailey died at Hong Kong Feb 27 1852.

~~Then she was sold to Edgartown in 1859
and lost in Carter in 1874~~

In 1858 was laid up at Dartmouth for 1½ years and then sold to
Francis Whilton, for Merchant Service —
\$2075.00

$$\begin{array}{r}
 180) 8000 - 4400 \\
 \underline{920} \\
 \underline{800} \\
 \underline{720} \\
 \underline{80}
 \end{array}$$



Ship Champion Log Book

Kept by W. P. Gray, first officer

Capt. Woaterman Master A. D. 1857-8

C. B.

Ship Champion of New Bedford Port went bound (Capt. Nathan [57])

Thursday the 21st of September A.D. 1853

The last part of these 27 hours light winds from the N.E. & P.
meted off with passing clouds at 9 A.M. We took the anchor and
went to sea from the port of the Bedford Capt. afternoon
Master

Friday the 22nd of September A.D. 1853.

The first part
of these 27 hours light winds from S.E. & P. clear with some
passing clouds steering ship out from Borden's Bay at 2 P.M.,
the Pilot left us one hour later south at 3 P.M., till
but one hour did we sail the middle part light winds
from W. with the latter part fresh breeze from S.E. & clear
steering ship off E. and all sail on a number of sail
crossing the horizon

Lat 46° 38'-35' W
Long 120° Ohio 67-70 m

Saturday the 23rd of September A.D. 1853

The first part of
these 27 hours fresh winds from S.E. & P. clear steering ship
S.E. and all sail part a number of sail men employed
in ship out the middle & latter part light winds from the
N.E. & P. clear steering ship S.E. under all sail
now staying in fitting up the boats for whaling

Lat 46° 38'-40' W

Long 120° 70-10' W

Sunday the 24th of September A.D. 1853

The first part
of these 27 hours light winds calm with fine weather the
middle part light breeze from N.W. & P. clear steering ship
S.E. the latter part light winds from N.E. & P. clear steering
the same wind all sail on a number of sail in differ-
ent direction across the horizon

Lat 46° 38'-40' W

Long 120° 80-05' W

Monday the 26th of September A.D. 1853

The first part of
At 6 P.M. over 12 hours light wind from the N. E. & clear steering
B.M. 27.10 ship. S.E. with all sail at 6 P.M., strong breeze from N.W.
S.E. of 10 P.M. hauled the fore & main topgallant sails on leaving
the middle & latter part the same steering ship. S.E. of 6
with double reefed topgallant sails little or nothing going on about
ship.

Lat. 36° 50' S

Long. E. 67° 38' W

Tuesday the 27th of September A.D. 1853

The first part of these 24
hours strong breeze from N.W. & rough steering ship. S.E.
& with double reefed topgallant sails the middle & latter part the
same at 10 A.M. close reef fore & main topgallant sails at
6 P.M. hauled up

Lat. 35° 25' S

Long. E. 67° 30' W

Wednesday the 28th of September A.D. 1853

The first part of these
24 hours strong breeze from N.W. & clear with double
reefed topgallant sails steering N.W. N.E. with the middle & latter part
the same at 10 A.M. turned the reefs out of the
topgallant sails

Lat. 33° 55' S

Long. E. 59° 35' W

Thursday the 29th of September A.D. 1853

The first part of these
24 hours fresh wind from N.E. & with passing clouds
steering ship. S.E. with all sail the middle & latter
part light wind from E. N.E. & clear with a heavy swell
running from N.E. & heading N.E. close hauled on the
starboard tack a few off N.E. with all

Lat. 33° 00' S

Friday the 30th of September A.D. 1853

The first part of these
24 hours light winds from E.N.E. & clear ship. heading along
in the wind with the starboard tack about the middle &
latter part fresh wind from the same & squall with
wind ship. with short sail close hauled heading N.E.
Lat. 32° 50' S

Long. E. 55° 30' W

Ship Champion of New Bedford outward bound left Boston [3]
Saturday the 1st of October A.D. 1853
Master

On 28-50 The first part of these
24 hours light winds from N.E., N.N.E., & much ship's cloth handled
bearing N.E., under double reef top sail at 9 P.M., got a
fresh breeze from S.E. & clear steer'd a course East employed
in putting the boat the middle of latter part strong winds from
W.S.E., & quickly steering ship East under double reef top
sail quite a number of duty sick
Lat 33° 7' N Long 0° 0' 0"

Sunday the 2nd of October A.D. 1853

The first part of these
24 hours fresh breezes from S.E. with passing along after-
noon East wind easy sail the middle of latter parts light winds
from the same & clear steering E.E. under all sail
of duty sick
Lat 33° 37' S Long 0° 0' 0"

Monday the 3rd of October A.D. 1853

The first part of these
24 hours light winds from S.E. & clear steering ship N.E.,
under all sail with a heavy swell running from W.S.E.
the middle of latter parts light breeze from S.E., & clear
ship's cloth handled bearing E.E. under all sail for
Buo 29-40 min two sets at a distance two or three off duty
sick
Lat 33° 37' S Long 0° 0' 0"

Tuesday the 4th of October A.D. 1853

The first part
of these 24 hours light winds from S.E., & clear ship's
cloth handled bearing S.E. under all sail employed in
putting the rigging the middle of latter parts fresh winds
from S.E., & clear steering ship E.E., under all sail
at 10 AM for the next hour for Apparum whalers they
forward foot got fast to one killed him and
hauled him along side
Lat 33° 30' S Long 0° 0' 0"

Left bound for Apparum whalers



Ship Captain of the Bay out now bound S.E.

Monday the 5th of October A.D. 1853

The first part of
the day heavy fish breeze from N.W. P. clear ship.
Sailing to windward sail with a large gennet while
along side an overcast sky being at a distance the
middle & latter part light air and calms with passing
showers of rain impeded in cutting a large spume whole
lot got none

Sunday the 6th of October A.D. 1853

The first part of the day
heavy light air & calms sailing to windward sail
impeded in cutting a spume whole at 6 P.M. got
upper ten lot the head haze along side over night the
middle & latter part fish breeze from N.W. P. clear sailing
for spume whole at 10 A.M. finished cutting lot 1082 2/4 m
long by 102 1/4 - 58 m

Monday the 7th of October A.D. 1853

The first part of the day
heavy fish breeze from N.W. P. clear steaming ship to windward
and double reef top sail at 6 P.M. started the gaskets the
middle & latter part fish breeze from N.W. P. clear
steaming ship until 10 and double reef top sail impeded
in hauling out spume oil
lot 466 95 ha 02
long by 100 2/4 - 56 m

Tuesday the 8th of October A.D. 1853

The first part of the day
heavy fish breeze from N.W. P. clear steaming ship. But
under double reef top sail impeded in hauling out oil
the middle part the same the latter part strong winds from
N.W. P. clear with a heavy swell running from SW. impeded
in hauling out oil
lot 466 got none

Sunday the 10th of October A.D. 1853

The first part of the day
heavy fish breeze from N.W. P. clear sailing to windward
reef top sail & fore sail took up the gaskets part the same with
impeding the latter part fish breeze from the West P. clear
and under double reef top sail in hauling out oil 12 1/2 hours P.

[5]
Mediterranean Master A. D., 1853

Monday the 10th of October A. D., 1853

The first part of these 24 hours strong breezes from SSW, & with passing along ship having to run close reef main top sail & fore sail heading North employed in bailing out sprung oil the middle & latter part the same employed in bailing out oil ship having to run short sail heading to the North
Set by D. 36-56 D.

Tuesday the 11th of October A. D., 1853

The first part of these 24 hours fresh breezes from SSW & clear ship close hauled having S. S. W. under double reef top sails at P.M. finished bailing the middle & latter part from wind from SW, & clear ship under all sail heading along on the wind with her bottom tracks aboard employed in ships duty
Set by D. 36-56 D.

Wednesday the 12th of October A. D., 1853

two in the after part of day thick cloud & light winds from the north, & clear steering ship SSW, under all sail the middle & latter part light winds & calm employed in ships duty
D. 36-56 D.

Thursday the 13th of October A. D., 1853

The first part of these 24 hours light wind & clouds of thick mist hanging around the horizon invisibly on Sunday last around the ship the middle & latter part fresh breezes from SSW, & squally with some rain ship close hauled heading East under all sail two of duty sick on one sail steering to the southward & East employed in putting the ships rigging
Set by D. 36-57 D.

Friday the 14th of October A. D., 1853

The first part of these 24 hours light winds from South & clear ship close hauled having SSW under all sail the middle & latter part the same employed in bailing out
Set by D. 36-59 D.
D. 36-59 D.

length of ship 240-18 m

Ship Champion of the Bedford outward bound
Saturday the 15th of October A.D. 1853

The first part of these
27 hours light winds from South & clear steering ship. S.S.E.
I ship layed in buffeting sail. the middle & latter parts
light winds from the west & clear steering ship. S.S.E.
at a 10th h. turned the boat for black fish with no success except
in buffeting sail two or three off day sick

Lat. 36° 30' E. N.W.

Sunday the 16th of October A.D. 1853

Sing 2 blus 9-12 m

The first part of these
27 hours light winds from the west & clear steering ship.
S.S.E. P with fine weather the middle & latter parts light winds
from west, & clear steering ship. S.S.E. under all sail

Lat. 36° 30' N.W.

Monday the 17th of October A.D. 1853

Sing 2 blus 9-12 m

The first part of these 27 hours
light winds from W.S.W., P clear steering ship. S.S.E. P with
fine weather on me sail at a 10th h. ahead the middle & latter parts
such winds from SW. & clear steering the same

Lat. 36° 31' N.W.

Tuesday the 18th of October A.D. 1853

Sing 2 blus 9-12 m

The first part of these 27
hours such breeze from SW. & clear steering ship. S.S.E. under
all sail the middle & latter parts such breeze from the same
& clear steering the same

Lat. 36° 37-15' N.W.

Wednesday the 19th of October A.D. 1853

Sing 2 blus 9-12 m

The first part of these 27
hours such breeze from SW. & clear with some rain on a
part of the sail to the last of the middle & latter parts light
winds P with fine weather to the last with fine weather
on a sail steering to the East

Lat. 36° 37-12' N.W.

Sing 2 blus 9-12 m

Capt Waterman Master A. P. 1853

[7]

Thursday the 20th of October A. D. 1853

The first part of these 24 hours light air & calm in day in drawing off having
on a set steering to the East & made under sail at 4 P.M.
got a light wind from SW, & steered ship SSW, made all sail
the middle & latter part fresh breeze from WSW, & with passing
cloud thick at times steering ship SSE, made all sail at 12
A.M., on the 21st bearing South West about 25 miles.

Friday the 21st of October A. D. 1853

South by Southward

Dang got run over
The first part of these 24 hours strong breeze from SW, & made SSW, in different
tucks having off on more N of the Ocean Seagull on star
at 5 P.M., the N.W. part of Seagull Dist about 5 miles in my
view. See At 6th Aug in sight thick heavy clouds hanging
on the land sh. made last night off-say the middle & latter
part fresh breeze from the same SSW, in different
of light sh. ship on starboard side of Seagull Dist about 8
miles at 2 A.M., found a boat & the boat went ashore and
Dist about 1/2 mile sh. running up to the harbor from the East-
ward.

Saturday the 22nd of October A. D. 1853

The first part of

these 24 hours fresh winds from WSW, & clear off - going off and
on about Seagull harbor at 3 P.M., found about 40 bars of spermaceti
oil recovered some recently from shore the same time that
at 7 P.M., the boat came off from ashore above we then shaped
our course to the south & the middle & latter part strong winds
from WSW, & clear steering ship SSE, & bent under easy sail
at 11th night began bearing ENE, Dist about 80 miles
steering ship SSE, it was the long Dist about
10 miles bearing SSE,

Saturday the 25th of October A.D., 1853
Ship Champion of New Bedford cut away lower left
Sunday the 26th of October A.D., 1853

The first part of the day
heavy fresh winds from the westward I squall ship in different
tacks at 1 P.M. from off side found the boat in company
with the William ~~Wife~~ ^{Wife} of Willie of the Mariner with
no success the Willie having been ^{days} three years out on a course
of 50° N. the Mariner having the chart lost about 20 miles
the middle & latter party strong breeze from WSW, I squall
steering ship to the southward and tacking in two sets
at a set also found chart about 16 miles bearing west at
8 A.M.)

Lat 36° 37'-16° 00'

long got none

Sunday the 27th of October A.D., 1853

The first part of
the day heavy strong breeze from WSW I squall steering
ship after giving top sail the middle & latter part fresh winds
from ESE, I now steering ship SSW, wind all sail
unflew in stretching the decks

Lat 34° 54'-20° 00'
long 140° 27'-20° 00'

Tuesday the 28th of October A.D., 1853

The first part of the day
22 hours fresh winds from WSW steering ship SSW,
wind all sail unflew in stretching the decks the middle
of late part fresh winds from SWW I squall steering
ship SSW, wind all sail off 7 A.M. in wind which
brought the boat the Surgeon boat got fast to one end
but his line came down yet another line went off and
got fast to the same whale again some other fastenings lost
got fast to the whale the whole time companyed up
but 4 lines and went off to the wind I fasten them
the boat cut full with fine lines and so lost him
^{five lines}

Lat 33° 30'-16° 00'
long got none in

Waterman Master A.D., 1853

Wednesday the 26th of October A.D., 1853

The first part of these
24 hours fresh winds & squalls in different tacks the
boat chasing from south with no success the middle & last
part fresh winds from N.W.C. & squalls steering ship with wind to-
wards westward in evading new lines in the tubs having lost
all the lines the day before by a sprung whale catch 31-40 lbs

long bale 20-30 m

Thursday the 27th of October A.D., 1853

The first part of these
24 hours fresh breezes from N.W.C. & clear steering ship 31 lbs
under all sail employed in drawing & knitting yarns the
middle & latter parts light breeze from N.E.C. & clear steering
the same employed in drawing & knitting yarns and
making spun yarn

catch 30-50 lbs

Friday the 28th of October A.D., 1853

The first part of the
24 hours light winds from N.E.C. & clear steering plus
under all sail employed in drawing & knitting the middle
of latter parts the same employed in ship's duty

catch 20-40 lbs

Saturday the 29th of October A.D., 1853 being yet none over

The first part of these
24 hours light breezes from N.E.C. & clear steering ship 31 lbs
under all sail the middle & latter parts the same employed
in ship's duty

catch 25-50 lbs

Sunday the 30th of October A.D., 1853

The first part of these
24 hours light winds from N.E.C. & clear steering ship
under all sail the middle & latter parts light
breezes from the east & squalls steering ship to the south &
under all sail

catch 20-40 lbs

Ship Champion of New Bedford outward bound A, P
Monday the 2nd of October A, P, 1853

The first part of these
27 hours light breeze from the East & a steady drift heading
to the southward in all sail the middle & latter part the
same employed in hoisting spun yarn & knotting same

With £120.90

Tuesday the 3rd of November A, P, 1853 Long jet now

The first part of these
27 hours, fresh breeze from the East & steady ship on Differ-
ent tack at 1 P.M., the long hove to spun while the
Boatman boat got fast to me some after the West Coast
got fast to another & brought them back to the ship
the middle & latter part the same shipping by two
spun while at 7 A.M., commence cutting down

Wednesday the 4th of November A, P, 1853

The first part of
these 27 hours light wind from the East & clear
N.W. hove to a spun while at 4 P.M., finished cutting
the middle & latter part light wind from ENE, & clear then my
ship spun, and eng. sail at 2 P.M., started the anchor

Thursday the 5th of November A, P, 1853 Set £162.00 P
Long jet 18-20 m

The first part of these
27 hours light winds from ENE, & clear then my ship to the
southward in all sail employed in hoisting out all the
middle & latter part light wind & when finished in taking out
spun all with fine mesh

Set £162.00 P

Friday the 6th of November A, P, 1853 Long jet 18-20 m

The first part of these 27
hours light air & calm in sky for hoisting out all the
middle & latter part light air & calm N.E. working to the
southward at 6 P.M., finished hoisting

Set £162.00 P
Long jet 18-20 m

1853 Left Waterman master) of D' Thompson [10] ⁽¹⁾

Saturday the 5th of November A.D., 1853

The first part of these 27 hours light winds from N.E., & clear steering ship. All sail little or nothing going on aboard ship the middle & latter part light winds from N.E., & clear steering ship. All sail.

Lat 41° 45'

Long 140° 00'

Sunday the 6th of November A.D., 1853

The first part of these 27 hours light winds from N.E., & clear steering ship. All sail under all sail at 4 P.M. ^{Boreas} spoke the Barque ~~Brandy~~ of Westport 10 months ago. Spoke the middle & latter part fresh winds from N.E. & clear steering ship the same under all sail in a sail steering the same

Lat 41° 17-05' W

Long 140° 19-27' W

Monday the 7th of November A.D., 1853

The first part of these 27 hours fresh breeze from N.E., & W. & clear steering ship. All sail under all sail in two sails steering to the wind the middle & latter part fresh winds from E.N.E., & clear steering ship. Wind under all sail employed in putting the rigging

Tuesday the 8th of November A.D., 1853

The first part of these 27 hours fresh winds from E.N.E., & clear steering ship. Wind under all sail the middle & latter part fresh breeze from N.E., & clear steering ship. All sail under all sail employed in running & hunting gulls

Lat 41° 10' 34" W

Long 140° 22-04' W

Wednesday the 9th of November A.D., 1853

The first part of these 27 hours fresh winds from E.N.E., & clear steering ship. Wind under all sail the middle & latter part fresh winds from N.E., & clear steering ship. All sail under all sail employed in running & hunting gulls

Lat 41° 13-95' W

Long 140° 22-37' W

Thursday the 10th of November A.D., 1853

The first part of these 27 hours fresh winds from N.E., & clear steering ship. Wind under all sail the middle & latter part fresh winds from the N.E. & clear steering ship. the same as the sail according to the winds employed in keeping

Lat 41° 11-20' W

Long 140° 24-40' W

Ship Champion of New Bedford out bound P, P
Sunday the 10th of November 1853

The first part of
these 24 hours strong winds from E. N. E., P clear steering
well, South wind all sail unspool'd running down with
the middle & latter part strong winds from the same P
with passing clouds steering well. the same wind all
sail unspool'd running on knotting guns.

Monday the 11th of November 1853

W. N. E. 8-35.00

Sun. 1/2 blue 27-09 m

The first part of these
24 hours strong winds from E. N. E., P clear with passing
clouds steering well. S. E. wind all sail on one sail
steering to the south. the middle & latter part clear with
wind from the latter part light winds from the south with rain
off in different tucks

W. N. E. 8-00.00

Sun. 1/2 none over

Tuesday the 12th of November 1853

The first part of these

24 hours light winds P changeable with rain off in different
tucks in a sail the middle & latter part light air P calm
with rain in two sail at a distance

W. N. E. 8-00.00

Wednesday the 13th of November 1853

The first part of these

24 hours light air P calm with passing clouds unspool'd in running
off well in the sea three sails at a time, the middle & latter part
light air P calm with rain on one sail

W. N. E. 8-00.00

Thursday the 14th of November 1853

The first part of these 24 hours

light air P calm with rain on one sail the middle & latter part
light air P calm on one two sail at a time

W. N. E. 8-10.00

Sun. 1/2 blue 215 m

1853 Left Waterman Harbor)

[13]

Sunday the 15th of November A.D. 1853

The first part of these 24 hours light air & calm at 6 AM, put a sail on board the French Frise fore & main with paper to fasten them on board for the stars the middle & after parts light air & calm with passing showers of rain & part a exchanged signals with a French Vessel now & simply in taking up rigging.

Monday the 16th of November A.D. 1853

The first part of these 24 hours light air & calm with passing rain showers one sail in sight little or nothing going on board ship the middle & after parts light air from the East & clear sky heading to the southward employed in drawing & hunting game for a number of birds around the horizon with 5-94 N

Tuesday the 17th of November A.D. 1853

The first part of these 24 hours light air from the East & clear weather heading to the southward all sail employed in taking the lead gear the middle & after parts light air & calm with passing rain showers employed in putting the rigging up.

Wednesday the 18th of November A.D. 1853

The first part of these 24 hours light air & calm with passing rain showers in three miles off a line the wind part the same the latter part fresh winds from SSW, O with passing squalls ship's crew nearly hearing him and all sail on a number of birds around the horizon in different tack working to the southward

Thursday the 19th of November A.D. 1853

The first part of these 24 hours fresh winds from south & south east with squalls ship's heading west the middle & after part fresh winds from south & east the latter part fresh winds from SSW, O with squalls with ship's heading west and all sail in hand in this date

Remarks on board Ship Champion of New Bedford outward
Sunday the 20th of November 1853

The first part of these
24 hours light winds from N.E. & with passing rain squalls most
long in ship's lat. the middle & latter parts light breeze from
S.E. & squally ship heading to the southward under all sail in
two sets one steering to the starboard under all sail

Monday the 21st of November 1853

Lat 40° 28' W

Long 123° W

The first part of these
24 hours light winds from S.E. & clear ship could handle
heading SSW. under all sail two sets in sight the middle
& latter parts such winds from the ESE. & squally with rain
ship clear handling SSW. under all sail for one set
employed in setting down fore main

Lat 40° 25' W

Tuesday the 22nd of November 1853

Long 123° 09' W

The first part of these
24 hours fresh winds from SSE. & squally with some rain ship
heading to the SW. under all sail employed in setting up the
main brace rigging the middle & latter parts light winds from
the ESE. with some rain ship in different tacks making
to the southward under all sail

Lat 40° 25' W

Wednesday the 23rd of November 1853

Long 123° 38' W

The first part of
these 24 hours light winds from south & clear ship heading in the
wind to the westward under all sail employed in setting down
the fore rigging the middle & latter parts light winds from S.E.
& clear with passing rain squalls ship heading to the southward
under all sail in a number of tacks heading to the eastward
under all sail at 10 AM. found the last for black fish
the starboard boat got fast to two and took them along side
the left one was 16

Marked

Black fish about

Nov 21, 1853 Left Nantucket Harbor

Saturday the 21st of November A.D. 1853

The first part of
these 24 hours light winds from SSW, S clear sky on different
tacks black fishing on a number of sail working to the
southward under all sail the middle & latter parts fresh breeze from
the southward with passing rain squalls little working going on
aboard ship in a number of sail standing to the westward and one
bearing to the northward under all sail

Lat 40° 1-20' N

Long 72° 51' West

Sunday the 22nd of November A.D. 1853

The first part of these
24 hours fresh winds from SW, S with passing rain squalls
two sail in sight bearing to the southward & westward ship
bearing to the SW under all sail the middle & latter parts fresh
breeze from SSW, S with passing clouds steering ship along
in the wind with his larboard tacks abeam for a number of
sail bearing the same under all sail working in bearing and
black fish oil

Lat 40° 00' 20' N

Sunday the 22nd of November A.D. 1853

The first part of these
24 hours fresh winds from SSW, S with fine weather
steering ship along in the wind with his larboard tacks abeam
for three sail bearing the same under all sail working in
drawing & knotting gains the middle & latter parts the same
with fine weather except in drawing & knotting gains in the
sail part a drize steering the same

Lat 40° 1-20' N

Sunday the 22nd of November A.D. 1853

The first part of these
24 hours fresh winds from SSW, S clear sky - last haul'd bearing
to the SW under all sail one sail in sight the middle &
latter parts the same on two sail bearing the same

Lat 40° 08' 35' N

Long 72° 27' 23' W

Remarks on board Ship Champion of New Bedford
Monday the 2nd of November A.D. 1853

The first part of these 27 hours light winds from N.E. & clear steering to the southward all sail on one sail heading the same the middle & latter parts fresh winds from N.E. & clear steering the same unbroken in setting down the lower rigging Lat 16° 5' 35" S.
Longitude 20° 25' west

Tuesday the 3rd of November A.D. 1853 Long 16° 25' west

The first part of these 27 hours fresh winds from N.E. & clear steering in the wind with his larboard tacks down unbroken in setting down the fore top mast rigging the middle & latter parts fresh breeze from S.E. & clear with fine weather ship steering along on the wind with his larboard tacks down on one sail heading the same wind all sail unbroken in setting down

Wednesday the 4th of November A.D. 1853 Lat 16° 30' S.
Longitude 29° 0' W.

The first part of these 27 hours fresh winds from E.S.E. & clear steering ship nearly northward all sail unbroken in setting down on one sail steering the same the middle & latter parts fresh winds from N.E. & clear steering ship nearly northward all sail on one sail at 200m. striking a Chimaera ^{bottom} recently found to Pernambuco with the yellow feather down two had died with it

Thursday the 5th December A.D. 1853 Lat 16° 45' S.
Longitude 25° 0' W.

The first part of these 27 hours fresh winds from S.E. & clear steering ship nearly northward all sail on one sail steering to the southward the middle & latter parts fresh breeze from the eastward with fine weather steering ship nearly northward all sail on one sail steering to the southward Lat 17° 0' S.
Longitude 25° 0' W.

17

Began out on a Whaling Voyage Capt. Hobman Master
Friday the 2nd of December D.D., 1853

The first part of these 27 hours just wind from the North with fine weather steering
ship. Much & wind all sail unspled in setting down the top mast
rigging one sail steering to the north the middle & lower parts
push winds from N.E. to S.W. clear steering ship. Much &
wind all sail unspled in setting down the fore rigging

Saturday the 3rd of December D.D., 1853 long hauld on

Set off 6.15-49

The first part of these 27 hours push winds from W.S.E. clear steering ship. Much &
wind, the boat hauled for sperm whale the sterlins
boat got fast to me line after the bar boat got fast
to me and then the bar boat got fast to another the sterlin
or lumber boat of took the whale to the ship. the bow
boat in dinner from the whale & then lost him the
middle & lower parts push winds from W.N.E. & good ship.
Lining by two sperm whales at 6 P.M. commenced cutting
and at 11 A.M. finish cutting

Set off 10.16-35

Sunday the 4th of December D.D., 1853 long got none over on

The first part of
these 27 hours strong bugs from North & good steering ship.
Much & wind easy sail at 7 P.M. started the works the
middle & lower parts variable & calm unspled in taking
out oil on me sail

Set off 10.18.00

Monday the 5th of December D.D., 1853 long get none

The first part of
these 27 hours light air & calm with passing cloud, in full
in taking out oil the middle & lower parts variable with
some rain unspled ship to the sea, & wind all sail on two
sails at a distance little or nothing going on board ship.

No 1/2 over

Remarks on board Ship Champion of New Bedford out man
Tuesday the 6th of December A.D. 1853

The first part of
these 24 hours light winds from S.E., P. with with a tam
rain & mist impeded in cleaning the boat yard got out of the
bottoms the middle part light winds from W.S.E., P. steady with
passing showers of rain the little part light winds from E.W.
P. with passing showers of rain steering ship by small sail
so we went at a distance. Dold wood

Wednesday the 7th of December A.D. 1853

The first part of
these 24 hours light winds from the west P. with rain
in after yard took out half of the middle P. better part fresh
winds from S.E. P. clear with some rain steering ship with
small sail both a northerly going ahead ship.

Thursday the 8th of December A.D. 1853

The first part of these
24 hours fresh winds from the east P. clear steering ship
by small sail impeded in getting down the hill out
nipping the middle P. little part fresh winds from S.W. P.
clear steering ship. After small sail impeded in
steering some rain in bottom deck part C. 25-25 m

Friday the 9th of December A.D. 1853

The first part of these
24 hours fresh winds from W.S.E. P. clear with rain steering
ship by small sail impeded in taking out small
stones from the aft hatch the middle part fresh winds from
W.N.E. P. clear with passing clouds. ship heading to the
west

Lat. 16° 27'-29' N
Long. 70° 37'-39' W
Lat. 16° 26'-25' N

[19]
Wm D. P., 1853 Capt Waterman Master

Saturday the 10th of December A.D. 1853

The first part of these 24 hours strong winds from south & clear sky. Steaming to starboard under top-gallant mizzen top-sail in rising gale. An old fur sail the middle & latter parts strong winds from S.E. & clear steering ship. Under all sail top-sail employed in breaking small waves.

Sunday the 11th of December A.D. 1853 ^{Long 120° 37' 10" N}
^{Lat 16° 27' 45" S}

The first part of these 24 hours strong breeze from S.E. & clear steering ship. Under all sail top-sail & mizzen top-gallant sail & flying jib employed in washing off the ship in side the middle & latter parts strong winds from the East & clear steering the same under all sail in one sail steaming to the northward under easy sail.

Monday the 12th of December A.D. 1853 ^{Long 120° 41' 16" N}
^{Lat 16° 29' 56" S}

The first part of these 24 hours fresh winds from the East & clear steering ship. Under all sail the middle & latter parts light winds from E.S.E. Clear steering the same under all sail employed in getting ship.

Tuesday the 13th of December A.D. 1853 ^{Long 120° 42' 58" N}
^{Lat 16° 31' 50" South}

The first part of these 24 hours light winds from the East & clear steering ship. Under all sail the middle & latter parts fresh winds from W.S.W. Clear steering ship. Under all sail.

Wednesday the 14th of December A.D. 1853 ^{Long 120° 37' 17" N}
^{Lat 16° 33' 20" S}

The first part of these 24 hours strong winds from S.E. & clear steering ship. Under all sail employed in breaking out small waves the middle & latter parts light winds from W.S.W. & clear steering ship. The same employed in ships port.

^{Lat 16° 33' 58" S}
^{Long 120° 36' 58" N}

Remarks on board ship Champion of New Bedford

Thursday the 15th of December A.D. 1853

The first part of these
27 hours pleasant breeze from N. E. & S. E. all sail the middle & lower parts push winds from N. W. E.
& clear steering ship. winds with all sail imply in fitting
ship.

Lat 41° 36' 30" S

Long 177° 29' 29" W

Friday the 16th of December A.D. 1853

The first part of these
27 hours push winds from N. E. with all sail steering ship. winds
imply in scraping the tar from the yard the middle & lower
parts push winds from N. W. E. steering ship. & sails
and all sail with wind the tops covered

Saturday the 17th of December A.D. 1853

The first part of
these 27 hours strong breeze from N. E. & clear steering
ship with all sail N. W. E. in sun which turned
the boat the Bon Boat got fast to the same after the
Inboard boat got fast to the same whale and took him
along side at 8 P.M. spoke the ship ~~large~~ ^{large} of New
Bedford & Bogue ~~large~~ ^{about 1/2 acre of bone} 70. Days from
home clean the middle plate had been by a large storm
while at daylight commenced cutting it being so bad had
to give it up until the weather moderated. Having in
from 8 A.M. and equally 10:00 A.M. spoke the Bogue Ship
of for dinner with 20 bushel wheat

W. D. Davis

Sunday the 18th of December A.D. 1853

The first part of these
27 hours strong breeze from N. E. & clear ship. having by a
sunrise with it 4 P.M. hooked on to the whale up
into the head of it being very ripe at the time the middle
& lower parts strong breeze from N. E. & clear ship. having by a
large storm while it daylight hooked on to the whale again
and commenced cutting

W. D. Davis

Left (Veternian Master) (continued from A.D., 1853) [21]

Monday the 19th of December A.D., 1853

The first part of these 24 hours fresh winds from S by W, & clear ship under double reef to the south at 9 P.M., finished cutting also as whole going quick to the wind at 5 P.M., started the work we had off duty with the middle P little parts light winds from SSW & calm implying in hauling out all ship under easy sail. Lat 46° 38' - Lon 52° 30' m

Tuesday the 20th of December A.D., 1853

The first part of these 24 hours light air S blowing with fine weather implying in hauling out with the middle P little parts strong winds from WSW & clear steering ship to the south under easy sail implying in hauling out with all sail. Lat 46° 30' - Lon 52° 30' m

Wednesday the 21st December A.D., 1853

The first part of these 24 hours light winds from the west & clear ship standing along to the south under easy sail implying in hauling out with the middle P little parts light air from WSW, & clear steering ship to the west, finished hauling ship standing to the south under all sail. Lat 46° 31' - Lon 51° 45' N.

Thursday the 22nd of December A.D., 1853

The first part of these 24 hours light air from WSW, & clear steering ship under all sail implying in hauling up the main sail the middle P little parts light air from WSW, & clear steering ship the same implying in steering down from all sail. Lat 46° 32' - Lon 51° 09' m

Friday the 23rd of December A.D., 1853

The first part of these 24 hours fresh winds from the west & squalls steering ship to the south at 9 P.M., double reef the fore & main top-sails implying in steering down with the middle part strong winds from SW & long of the day with passing squall ship on the starboard stocks lost part 50 - 52 m off. and double reef top-sails in little part light winds from SSW & clear implying in steering down with all and all sail

Remarks on board Ship Champion of New Bedford left
Savannah the 27th of December A.D. 1853

The first part of these
27 hours strong winds from South & clear steering ship. on the
wind with his jibboom tacks about ship. with easy sail the middle
of late part strong winds from South & clear steering ship. the
same little or nothing going on about ship. 11

Sunday the 25th of December 1889 A.M. 10:30 A.M.

The first part of these 27 hours past wind from SSW clear at 4 P.M., twinged to the southward & lost all wind employ'd in washing off slate in side the 'middle part strong winds from the westward with
facing sails steaming ship down under top-sails the latter part strong winds from SW, & clear ship lost helm heading
SW, with top-sails at 2 P.M. went down the fore top sail &
lost another to the gale the old one being short and somewhat loose

Monday the 26th of December A.D. 1913 Lot # 45-028
Sangchung 25 m
A lot of 1/2 acre

The first part of these 27 hours strong winds from our claud ship. don't hauld heading east, and a double reef top-sails star hickle part strong wind from N.E. of claud ship. don't hauld heading west the other part the same with passing gales

Sunday the 27th of December A. D. 1853 with passing clouds
S. W. by E. 215° 20m
Elev. 55-15m

Jan 29-74

Natagum Shaster) Port side bound N. P. 1858

Wednesday the 2nd of December A. D. 1858

The first part of
these 27 hours strong gales from the south & south west, hazing to
wind stern south heading SSW, the middle part the same
the latter part light winds from south & east wind. Standing down
on the wind with his starboard tacks about at 9 AM, so soon
wholes hoisted the boats for them with no success the whole going
quick to the wind

W. S. over 1

Thursday the 2nd of December A. D. 1858

The first part of these
27 hours light winds from the north & clear steering ship, on
the wind with his starboard tacks about two men off duty sick the
middle part strong gales from N.W. & clear steering ship. sun,
at 10 A. M., took in top gallant sail at 12 PM, double reef top
sails the latter part the same at 10 AM, as the wind came
out to starboard & likely may be a fresh breeze turned
the reefs out of the top sail & at 11 AM, bearing on strong
again double reef the top sail again

S. by E. 47-25 S.
long 2 deg 57-56 m

Friday the 3rd of December A. D. 1858

The first part of these
27 hours fresh winds from the south & south west, don't haul
heading west, and double reef top sail employed in taking
another cloth in the house the middle & latter part of light
winds from the north & north west heading to the south
& west with all sail but a few rags top gallant sail &
sail in the jibes and bent another to the stay. S. by E. 47-25 S.
one man off duty sick

long 2 deg 59-09 m

Saturday the 3rd of December A. D. 1858

The first part of these
27 hours light winds from WSW, & thick hairy steering ship.
sun and all sail hazing with him I left the middle part
light winds from north & bearing the same the latter part fresh
winds from WSW, & clear steering ship sun S. by E. 47-25 S.

long 2 deg 59-19 m

Remarks on board Ship Champion of New Haven
Sunday the 1st of January A.D. 1853

The first part of these
24 hours fresh breeze from N.W. & clear steering ship. Sun
mid all sail one man off but rich the middle & latter parts
strong breeze from N.W., & clear with passing clouds. No hills seen.

Monday the 2nd of January A.D. 1853

The first part of these 24
hours light winds from the westward with some rain. N.W. clear hazy
heading SSW. mid all sail at the middle & latter parts light wind,
with fine weather the first part light wind from WSW. & clear
the last part strong wind from N.W. by N. & clear steering
ship. sun & all sail invisible in morning old sail in last
the first half set & last with to the rear At 11h 55m-0.5°
S by E N.W. 66°-80m

Tuesday the 3rd of January A.D. 1853

The first part of these 24
hours light winds from N.W. & clear steering ship. sun, and all
sail invisible in morning old sail one man off but rich the middle
part light winds & clear with fine weather the latter part strong
winds from the westward & clear steering ship. SSW. & mid to
set of hills old sail invisible in morning and hill seen
At 11h 52m-10° S

Wednesday the 4th of January A.D. 1853

The first part of these 24 hours
strong winds from N.W. & clear steering ship. SSW. and all
sail at the middle part light winds from WSW. & clear steering
ship. N.W. and all sail 0.5° SW. in the last having N.W.
but about 40 miles. the latter part light winds from N.W. by N. &
clear steering ship. the same with a nothing going on about
N.W. at noon the extremes of the land was SSW. & named
to south in a m to go the next day about 25 miles

Sura Del Bueys

At 11h 54m-20° S

Night blue 15°-17°

Clear on overcast

Left Portman Master out & home D, P, 1853

Thursday the 5th of January D, P, 1854

The first part of these 24 hours light winds from N $\frac{1}{2}$ W or clear steering ship. Went under all sail at 8 P.M., the extremes of the land were E & S around to south and so on to west the narrowest dist about 20 miles at 7 P.M., ship in the straits of the Magellan. Since Del fuego having the last most point saw first about 6 miles off on land the next most point bearing E $\frac{1}{2}$ N first about 8 miles steering ship through the straits and a strong breeze from W W $\frac{1}{2}$ E, clear in the straits we find a rolling sea with tide riffs the middle part light wind & waves with some rain steering ship. 8 A.M., made all sail the latter part light winds from North & clear steering ship. 3 M $\frac{1}{2}$ P.M. made all sail it runs the land line from SW around to south and so on to N $\frac{1}{2}$ W, the next dist about 20 miles

Lat 55° 35' S
Long 68° 15' W

Friday the 6th of January D, P, 1853

The first part of these 24 hours light winds from N $\frac{1}{2}$ S, clear steering ship. saw first under all sail the extremes of the land in SW, around to N $\frac{1}{2}$ E the narrowest dist about 15 miles before them in sight dist about 95 miles bearing SW, at 4 P.M., a light breeze came out from SW, with wind hauled up the yards and brought the ship to the land with her larboard tacks above the middle part strong gales from SW, & squalls attended with rain & hail etc. heading SW, made all sail the latter part fresh gales from SW, & squalls attended with rain & hail etc. heading SW, and east north east sail.

Lat 55° 50' S
Long 68° 36' W

Saturday the 7th of January D, P, 1854

The first part of these 24 hours fresh gales from SW, clear with rain etc. heading South & E and east north east sail the narrowest part the same the latter part strong gales from SW, & squalls attended with rain & hail etc. heading SW, and east north east sail.

Lat 55° 50' S
Long 68° 36' W

The first part of these 24 hours strong gale from SW by E, A gale with some snow drift.
wind shift west to SSW during gale, on the wind I like low
in sight being from west wind to start the next gale
about 20 miles the wind front push wind from SW by E about NNE
heading to the north and little shift till with the little front light
winds from SW by E along with strong clouds it move the SW front
of storm low to SW by E till about 20 miles the SW front of storm
blow low to SW, gale about 20 miles the next band gale about 15
miles SW by N, at the same time took to the south wind
SW by E with a light breeze of cloud at times fast by 55-60

Monday the 4th of January A.D. 1854 At 7 AM in
the little house between

John S. Parker
On 28th 1855
O

The first part of the 24 hours light winds from SSW with passing clouds ship heading SSW, wind all sail the gales of the land is from SW & SW, wind to SW, the next day about 25 miles the middle part light air from WSW, SSW ship short hauld heading SW and all sail N & NW, first clear to a SW-bounding bank I observed the other late part light winds from WSW, SSW with some fine sun showing ship SW, wind all sail running south below on a drift

During the 10th of January 1881, at the time of the first annual meeting of the New England Society.

The first front of these 27 hours
light breeze from N.W., & fine weather ship. close hauled bearing south
under all sail at 1 P.M. in land hoisting all sail, but about 25 miles
the middle front light winds from S.W. off, & jazz steering ship, so
by such all sail the latter front light was coming with some wind
in the sail. 1000 ft 56-090

Wednesday the 16th of January 1857 Long got none over
long, & about 2100
the first party left before

July 70 The front part light breeze
from NNE P 1/2nd steering ship. sea, wind all sail on one sail
steering the same the middle part fresh wind from SSW, P clear,
sh. hazing 16, at 5th, the come out from sea, all of a calm and blessed
quit hazy clear right the top - only some fine moderate turned the
the tops of all the tall sails at 1 P.M., the wind die away to a calm.

Second Left Afternoon Master D. P. 1815-4

27

Wednesday the same 1^d

with a heavy swell running from SSW & west
of which caused the ship to roll & pitch about heavily at 200m,
got a light haze from WSW, with fog starting after noon & all out
the little faint light winds from the same P with passing fog banks on
a number of occasions & a short time past close to the Bay of ~~island~~
~~weak~~ of the Shire Harbor starting the same employed in fishing a
few of most striking sail boats which we saw during the day before
in a squall.

Set hds 58-448

Sing & blues yet more

Thursday the 11th of January A.D. 1859

The first part of these
hours light winds from WSW P off & thick fogg steering N.
S. w. m. m. all sail at 5 P.M., the wind gradually coming to SSW
leaving them with a thick fogg tacked to the westward and all
sail past close to a large sh. on the about tack & soon
after took in top-gall sail at 1 P.M. sent a post to a English
ship that was bound to Longland loaded with wool & silk
to post letters about the middle part being haze from the same P
again sh. on different tacks through the night at 10 P.M. took
west by N. when top-sails at 4 A.M. turned the reefs out of the
top-sails the latter part fresh winds from the same to 7 A.M.
tacked to the westward of set top-gall sail hoisting N. E. by E. 50°-50°

Length about 66-76 cm

Sunday the 13th of January A.D. 1857

The first part of this trip
has light winds from west & with passing clouds ship on the
wind-on tack the middle part strong breeze from N.W. for 8 miles & with
rain the wind shifts south at 10th, tack in fore & main top-gall
sails & sprung full at 10th, tack in main top-gall sail the latter
part more moderate w^t the top-gall sails & sprung full wind from
west & pass ship hearing wind
at 11th account 5h-10s
161 64-22

at accent 5 h-10 s
long & slow 64 - 32 w

Sat-Champion of the World Cut down off Africa
Sunday the 14th of January A.D. 1857

The first part of
the 27 hours fresh breeze from SSW, by on P on with passing clouds,
at 3 P.M. tacked to the north with all sail abd. heading NNE,
the middle P little part light winds from SW, P cloudy ship under
all sail heading WSW, in a bunch of rocks heading the same
at 8 P.M. first shot to a large ship. steering NNE, with
all sail.

Lat 33° 57'-28' North

Long 20° 32' E

Sunday the 15th of January A.D. 1857

The first part of three
hours fresh breeze from WSW, P cloudy ship. shot hoisted heading
SW, by on with all sail in a bunch of rocks heading the same
at 4 P.M. tacked to the south with all sail abd. heading NNE
at the same time hoisted sail shot hoisted put it together
again and sheeted home the top sail again, the middle part three
hours from WSW, P squally with rain. P by at 1 P.M. oblique shot
for P larger top sail wind up the ship. heading NNE, the little part
wind SW, having strong N/S turned the reefed out of the top
sail at 4 P.M. tacked to the north ship. heading NNE, in
one large ship. if she be heading the same

Lat 33° 55'-10' South

Monday the 16th of January A.D. 1857

Long 20° 18' E

Breakfast

The first part of these 27 hours
light winds from SW to S P cloudy ship. shot hoisted heading NNE
with all sail one sail in sight heading the same the middle
part light winds from SW to S P cloudy ship. and all sail heading
west the latter part strong breeze from the same P squally at
times steering the same in a sail a storm steering the same

Lat 33° 56'-55' S

Tuesday the 17th of January A.D. 1857

Long 20° 18' E

The first part of these 27 hours
strong winds from SW to S P with passing clouds ship. heads west
with all sail in a sail about steering the same the
middle part strong winds from SW to S P with all sail at 5
P.M. tacked to the south with a high sea the latter part the same to
W ESE, tacked to the north with top sail

Lat 33° 56'-35' S

Off Corn Loft Waternoon Anster D, D, 1857

Wednesday the 18th of January D, D, 1857

The first part of these 24 hours strong winds from south east, & foggy sky, with top sail heading about N.E. D. & P. double reefed fore top sail the middle part strong winds from south east & foggy at 3 P.M., more moderate set top gall & all the latter part light winds from south or foggy sky, clut hauled heading W.W. with all sail hove or nothing going on aboard ship.

No observations

Thursday the 19th of January D, D, 1857

The first part of these 24 hours fresh winds from west & with passing fog banks ship heading S.S.W. with all sail employed in clearing the cutting spars the middle part strong winds from west W thick foggy ship heading south at 11 A.M., hauled top gall & all 3 P.M. double reefed the top sail the latter part the same

No observations

Friday the 20th of January D, D, 1857

The first part of these 24 hours heavy winds from west W thick foggy ship heading south & with double reefed top sail the middle part strong winds from west & foggy ship. Not hauled heading S.W. with double reefed top sail the latter part light breeze from west & cloudy sky. clut hauled heading W.W. with all sail

Lat. 66 58.12 N

Long 178 00.00 S

Saturday the 21st of January D, D, 1857

The first part of these 24 hours light winds from west & cloudy sky. clut hauled heading W.W. with all sail the middle & latter part fresh winds from west & cloudy at 12 P.M. tacked to the southward and all sail at 3 P.M. tacks to the northward and all sail hove or nothing going on aboard ship.

Lat. 66 55.95 N

Long 178 01.00 S

Sunday the 22nd of January D, D, 1857

The first part of these 24 hours light winds from east & with passing fog banks ship heading to the northward with all sail the middle & latter part strong winds from east, & cloudy steering ship N.W. with all sail

Lat. 66 55.28 N

Long 178 02.11 N

Remarks on board Ship Champion of the British Steam

Monday the 23rd of January A.D. 1854

Bu 21-69 The first part of these 24 hours
strong breeze from S.E. & S with passing clouds steering ship. W.W.,
and all sail the middle part strong winds P. with the wind ship. W.W.
& P with all sail - the wind had varied gradually from S.E. to N.E.
the latter part strong winds from west P. quickly steering ship. W.W.,
bowed for P. minor top gallant & flying jib 10th accnt 55500
being got more ease

Tuesday the 24th January A.D. 1854

Bu 21-70 The first part of these 24 hours strong
winds from west P. clouds steering ship. W.W., and all sail the
middle part fresh breeze from S. until P. clouds with some rain the
latter part fresh winds from W.W. very thick fog with some rain
off. - in the western tack wind all sail 11th accnt got more

Wednesday the 25th of January A.D. 1854

The first part of these
24 hours fresh winds from W.W., and fog with rain at 2 P.M., the
wind came out to the south & steered ship. W.W. with all sail
the middle part strong winds from south P. clouds steering ship
W.W. with all sail the latter part light breeze from south P.
clouds steering ship. W.W., and all sail 12th accnt 36-100
being got more ease

Thursday the 26th of January A.D. 1854

Bu 21-25 The first part of these
24 hours light breeze from the northward P. with passing clouds steering
ship to the north P. bent on all sail the middle part light
winds from north P. steering ship. don't know heading W.W. & wind
all sail the latter part fresh winds from the same P. fog with
some fine rain on board off. but sick 13th accnt got more ease

Friday the 27th of January A.D. 1854

Bu 21-50 The first part of these 24
hours fresh breeze from south P. fog ship. don't know heading W.W.,
off P.M. tacked to the westward and all sail the middle of latter part
fresh breeze from the east P. steering ship. W.W. and all
sail got the wind. Gull & steering sail from 1000 in 2000 stars
on deck 14th accnt 23-50 along the 75° 30' E.

[31]
w^t the boat left Waterman Master A, D, 1857

Saturday the 28th of January A, D, 1857

The first part of
these 27 hours light breeze from ENE, & NNE, steering ship WSW,
and all sail got up on the taff. gall. standing sail and set it
at 4 P.M., spoke the ship. Constitution of Kentucky 15 months
old, in the land during C, WSE, drift about 50 miles

Sunday the 29th of January A, D, 1857

The first part of these
27 hours light breeze from the southern P clear steering ship WSW,
and all sail got up on the taff. gall. standing sail and set it
at 4 P.M., spoke the ship. Constitution of Kentucky 15 months
old, in the land during C, WSE, drift about 50 miles

Fe 29-70

550 hds of sperm oil closed so a number of such also closed
during P, C, WSE drift about 25 miles the middle part the same the
bottom part light w^s P closing P closing same sail low in sight
during E, S, E drift about 5 miles

Wtphls 49-30 d

Amz of Ohio 75-39 d

The first part of these

Monday the 30th of January A, D, 1857

The first part of these 27
hours light w^s from WSW, & close with fog banks hanging around us
until sight hearing on the last tack the middle part light winds
from the parts of close steering ship. WSW, and all sail
the bottom part light w^s P closing we lost in sight

Tuesday the 31st of January A, D, 1857

The first part of these
27 hours light breeze from the N.W. & close w^s in different
parts working to the northward and all sail the middle part
light w^s P calms with rain the bottom part light breeze from south
P clear steering ship. WSW, and all sail got the fog & losing
parts drift & lost them

Wtphls

The first part of these

27 hours light breeze from the N.W. & close w^s in different
parts working to the northward and all sail the middle part
light w^s P calms with rain the bottom part light breeze from south
P clear steering ship. WSW, and all sail got the fog & losing
parts drift & lost them

Wtphls 1621-27 d

Amz lost none

Wednesday the 1st of February A, D, 1857

The first part of these
27 hours light w^s from south P close steering ship WSW, and
all sail the middle P little part light breeze from the west P
with passing clouds steering ship. WSW and all sail Wtphls 39-70
-- long lost none

Ship Chapman of New Bedford and crew bound West
Thursday the 2nd of February A.D. 1857

The first part of these
27 hours light breeze from South & clear steaming ship W.W. m
and all sail unploy'd in ship's drift the middle Plotter parts
light winds from the same & clear steaming sh. W.W. m
all sail little or nothing going on about sh. Lat 16° 35'-50' S
long 160° 75'-21' E

Wednesday the 3rd of February A.D. 1857

The first part of these
27 hours strong winds from S.E. & clear steaming ship W.W. m
and all sail the middle & latter parts the same unploy'd
mending old sail

Lat 16° 32'-50' S
long 160° 70'-20' E

Thursday the 4th of February A.D. 1857

The first part of these
27 hours strong winds from S.E. steering ship W.W. m
all sail unploy'd in mending the old fore top sail so by 8 AM sent
the fore top sail down and bent the old one to the yard the
middle & latter parts light winds from S.E. & clear steaming ship
the same unploy'd sail unploy'd in mending old sail sent the fore
top sail down and bent another to the yard Lat 16° 30'-50' S
long 160° 75'-39' E

Friday the 5th of February A.D. 1857

The first part of these 27
hours light winds from S.E. & clear steaming ship W.W. m
all sail unploy'd in washing off ship in side the middle Plotter
parts the same

Lat 16° 28'-15' S
long 160° 77'-12' E

Saturday the 6th of February A.D.

The first part of these 27 hours
light breeze from S.E. & clear steaming ship W.W. m
and all sail
me run off last night the middle & latter parts the same unploy'd in
setting up the head stays one more off last night Lat 16° 25'-10' S
long 160° 77'-50' E

Potterman Master D.D., 1857

Monday the 7th of February D.D., 1857

The first part of these 27 hours
fair breeze from SSW, & clear steering ship. At 10 AM, small sail made
in setting up the jib and set the middle & latter part light breeze from
NNE & clear steering ship. the same small sail
Set 1/2 lbs 25-30
long 10000 m
Duty got none

Wednesday the 8th of February D.D., 1857

The first part of these 27
hours light air from SSE, & clear steering ship. At 10 AM, small sail
and the middle & latter part light breeze from SSE, & clear steering
ship. At 12 M, small sail made in drawing and setting
jails
Set 1/2 lbs 24-150
long 10000 7800 m

Thursday the 9th of February D.D., 1857

The first part of these
27 hours light breeze from SSW, steering ship. At 12 M, small
sail made in drawing and setting jails at 1 PM, and a sail the
middle & latter part the same made in drawing & knitting
jails got the old Starboard boat on deck and got a man on
the cranes again one man off duty sick
Set 1/2 lbs 10
long 10000 m
Duty got none

Friday the 10th of February D.D., 1857

The first part of these 27 hours
light wind from SSE, & clear steering ship. At 12 M, small
sail made in drawing & knitting jails the middle & latter part
the same
Set 1/2 lbs 18-250
long 10000 78-27 m

Saturday the 11th of February D.D., 1857

The first part of
these 27 hours light breeze from SSE, & clear steering ship.
At 12 M, small sail the middle & latter part light
breeze from SSE, & clear steering ship. At 12 M, small
sail on a sail steering about the same
Set 1/2 lbs 10
long 10000 m

Remarks on board Supt. Champion of New Bedford
Sunday the 12th of February A.D. 1857
The first part of three
27 hours light breeze from N.E., S clear steering ship. W.M.
with all sail on one part steering the same the middle &
latter part light breeze from N.E., S clear steering ship. W.M.
with all sail off. At 11.00 am spoke the ship Amelia of
Capestan clear

Lat 37° 00' 15" W

Long 120° 00' 38" W

Monday the 13th of February A.D. 1857
The first part of three
27 hours light breeze from N.E., S with passing along steering
ship. W.M. with all sail the middle both parts the same
at 9 AM, spoke the ship Columbus of New Bedford sailing
on hand 40 months out got a few tubs mustard seed from
from her in fact it on the good old one we had w/ otherwise
a long spring

Lat 37° 00' 15" W

Long 120° 00' 03" W

Tuesday the 14th of February A.D. 1857
The first part of
these 27 hours first breeze from N.E., S with passing along steering
ship. W.M. with all sail the middle both parts the same
one man off death sick for one sail steering the same

Lat 37° 00' 11" W

Wednesday the 15th of February A.D. 1857 Long 120° 00" W

The first part of three

27 hours fresh breeze from N.E., S clear steering ship. W.M. with
all sail for two sail steering the same with all sail the
middle both parts light winds from N.E., S clear steering ship
W.M. with all sail on three sail

Lat 37° 00' 09" W

Thursday the 16th of February A.D. 1857
The first part of three

27 hours light breeze from N.E., S clear steering ship. W.M. with
all sail on a bearing standing to the westward with all sail
the middle both parts the same steering ship. W.M. with all
sail on sail lights steering the same

Lat 37° 00' 08" W

Long 120° 00' 08" W

Sent to Peterman Master A.D. 1854

Sunday the 17th of February A.D. 1854

The first part of these 27 hours light winds from S.E., & clear steering ship. in W.W., under all sail on one side steering the same implied in ship. But the middle & latter part the same implied in ship. But one man off duty sick & day light got the harbor boat on deck and put a man on his crans.

Lat. 46° 7' - 26'

Saturday the 19th of February A.D. 1854

The first part of these 27 hours fresh breeze from S.E., & clear steering ship. in W.W., under all sail little or nothing going on about ship. the middle & latter part the same & clear one man off duty sick

Lat. 46° 5' - 55" W

Sunday the 19th of February A.D. 1854

The first part of these 27 hours light breeze from S.E., & clear steering ship. in W.W., under all sail the middle & latter part the same with passing squalls of rain.

Long. 160° 91' - 96"

Monday the 20th of February A.D. 1854

The first part of these 27 hours light breeze from S.E., & with passing rain squalls steering ship. in W.W., under all sail the middle & latter part light wind & calms from south with passing squalls of rain steering ship. in W.W.

Lat. 46° 30' S

Tuesday the 21st of February A.D. 1854

The first part of these 27 hours light wind from S.E., & with passing squalls of rain steering ship. in W.W., under all sail implied in making semi round the middle & latter part light breeze from south & clear steering ship. in W.W., under all sail little or nothing going on about ship.

Lat. 46° 24' - 12" S

Long. 160° 96' - 99" W

Remarks on board Ship. Champion of New Bedford left
Wednesday the 24th of February A.D. 1857

The first part
of these 27 hours light breeze from south S clear steaming ship. morn,
and all sail the middle & latter parts the same but 100 21-27s
long got none

Thursday the 25th of February A.D. 1857

The first part of
these 27 hours fresh breeze from S E, S clear steaming ship. in sun,
and all sail the middle & latter parts the same but 100 21-24s
long & lewd 102-15 in

Friday the 26th of February A.D. 1857

The first part of these
27 hours fresh breeze from N E, S E clear steaming ship. most midday
sail unplied for ship but the middle & latter parts the same clear
one man off but sick
but 100 21-17s
long & lewd 105-02 in

Saturday the 27th of February A.D. 1857

The first part of
27 hours light winds from S E, S E clear steaming ship. most
midday and all sail the middle & latter parts light winds from the
same S with pleasant weather at daylight so a sail steaming the
same at 9 AM the boat passed for a sperm whale the most
but yet fast to a large sperm whale P took him along side
aboard over a

Sunday the 28th of February A.D. 1857

The first part of these
27 hours fresh winds from N E, S E, S clear steaming ship. ship
spinning a sperm whale P in AM commenced cutting yet
the man off in let the whale lay along side over night the
middle & latter parts the same unplied in cutting a large sperm
whale at 1 PM, the boat passed for a sperm whale with no
means the whale going quick to the wind but 100 21-22s
long got none

Waterman Master outwards bound A.D. 1854

Monday the 27th of February A.D. 1854

The first part of these 24 hours fresh winds from S.E. & clear steaming ship wth S wind all sail for a mid steaming the same the middle & latter part the same employed in hauling out sperm oil

Lat 46° 00' S Long 109° 00' E

Tuesday the 28th of February A.D. 1854

The first part of these 24 hours light breeze from S.E. & clear steaming ship wth S wind all sail the middle & latter part the same employed in hauling out oil

Lat 46° 21' S

Wednesday the 1st of March A.D. 1854

The first part of these 24 hours light winds from S.E. & clear steaming ship wth S wind all sail at 4 P.M. finish hauling the middle & latter part fresh breeze from S.E. & clear steaming ship wth S wind all sail at 9 A.M. a sperm whale leaved the boat and shot with success the boat but got fast to a rock and took him along

Lat 46° 09' S

Thursday the 2nd of March A.D. 1854

The first part of these 24 hours fresh breeze from S.E. & clear steaming ship wth a sperm whale the middle & latter part light breeze from S.E. & clear steaming ship wth a sperm whale at 7 A.M. commenced cutting & at 9 A.M. finished cutting & then stowed a course in sun, made all sail in one sail steaming the same

Lat 46° 40' S

Friday the 3rd of March A.D. 1854

The first part of these 24 hours light breeze from S.E. & clear steaming ship wth sun, made all sail at 5 P.M. started the work the middle & latter part fresh wind & clear steaming ship the middle part the sun the latter part steer ship in open, under all sail employed in hauling out oil

Lat 46° 00' S

Remarks on board Ship Champion of New Bedford
Saturday the 4th of March A.D. 1854

The first part of
these 24 hours fresh breeze from the Eastward S with rain steering
ship N.W. with all sail in except m^l hailing out spinnaker
the middle P latter part light breeze from the same P clear
steering ship N.W. with all sail at 8 AM P.M. finished hailing
the latter part in except m^l hailing out spinnaker
at 1 PM 3-28 S

Sunday the 5th of March A.D. 1854 ^{very} ^{got} ^{nine}
The first part of these
24 hours light winds from the Leyland P clear steering ship
N.W. with all sail in except m^l hailing out spinnaker
the middle P latter part light breeze from N.E. 45 E P clear steering
ship N.W. with all sail
at 1 PM 1-35 S
long^o 121-00 m

Monday the 6th of March A.D. 1854. ^{of} The first part of these 24 hours
light breeze from N.E. 45 E steering ship N.W. with all sail the
middle P latter part fresh winds from the Eastward S steady steering
ship N.W. with all sail at 7 AM P.M. the port hoisted for spinnaker
which with success the steward had got fast to a boat
while P brought him to the ship. 10 AM 000 S

Tuesday the 7th of March A.D. 1854 The first part of these 24
hours light breeze from the Eastward S nearly S.P.M. im-
minent cutting off S.P.M. finished cutting off then steer'd a
course N.W. with all sail the middle P latter part light
winds from E.S.E. P clear steering ship the same S at 9 AM
steered the works in except m^l hailing out spinnaker
at 1 PM 10-50 N
long^o 120-15 W

[39]

Putman bound Capt Waterman Master D. D., 1857

Wednesday the 6th of March D. D., 1857

The first part of these
27 hours light breeze from N.E., $\frac{1}{2}$ clew steering ship. all sail, mostly
in hoisting out wet spinn air the middle P little party light
winds from the same mostly in hoisting out air at 10 D. hr,
finished hoisting

Set $\frac{1}{2}$ Cb 3-1/2 D

length got more and more

Thursday the 7th of March D. D., 1857

The first part of these 27 hours
light breeze from the port of clew steering ship. W.W. and
all sail the middle P little party light breeze from N.E., $\frac{1}{2}$ each
steering ship. W.W., and all sail mostly in hoisting down air

most to Set $\frac{1}{2}$ Cb 3-1/2 Cb

Friday the 8th of March D. D., 1857

The first part of these 27
hours strong breeze from N.E., $\frac{1}{2}$ with rain squalls after rain
ship. W.W., and all sail the middle P little party the same
mostly in hoisting down wet spinn air

Set $\frac{1}{2}$ Cb 5-9 D

Saturday the 9th of March D. D., 1857

The first part of these
27 hours light breeze from N.E., $\frac{1}{2}$ clew steering ship. all sail
and all sail the middle P little party light breeze from E.N.E.
P each steering ship. W.W., and all sail

Set $\frac{1}{2}$ Cb 7-16 D

Sunday the 10th of March D. D., 1857

The first part of these
27 hours strong breeze from N.E., $\frac{1}{2}$ P equally steering ship. W.W.
and all sail mostly in hoisting off ship. in side the middle
P little party strong winds from N.E., $\frac{1}{2}$ equally steering ship. the same
N.5 D. hr, split the fore top sail on but wither to the 2nd

Set $\frac{1}{2}$ Cb 9-2 Cb

length 191-22 m

Remarks on board Ship Champion of New Bedford

Wednesday the 14th of March A.D. 1854

The first part of the
27 hours strong breeze from N.E., S. enough steering ship westerly,
and all sail the middle & latter parts strong winds from
N.W., S. enough steering ship westerly, and all sail at
depths of the forty-fall sail and have a cable to the yard
imply in running the sails

both ends of

Wednesday the 14th of March A.D. 1854

The first part of the
27 hours strong winds from N.E., S. enough steering ship westerly,
and all sail the middle & latter parts the same.

Wednesday the 14th of March A.D. 1854

The first part of three 24 hours
strong winds from N.E., S. enough steering ship westerly, and
all sail little or nothing going on above ship the middle &
latter parts the same steering ship N.W., however and all sail
imply in hawking between decks & steering off again both by 12-10 P.M.

Thursday the 15th of March A.D. 1854

The first part of three 24 hours
strong breeze from N.W., S. enough steering ship westerly,
and all sail the middle & latter parts strong wind from N.E.,
S. enough steering ship westerly, sent down the main sail to
square at 10 A.M. and it left again and not by both by 15-2000

Friday the 15th of March A.D. 1854

The first part of three 24 hours
strong winds from N.E., S. enough steering ship westerly,
and all sail the middle & latter parts the same steering
ship westerly, and all sail

both by 12-12 P.M.

long dist 150-11 m

Left Whitman Master out & bound D. D., 1854

Saturday the 15th of March D. D., 1854

The first part of these 24 hours strong breeze from NNE, S. wind steering ship. W. W. W. and all sail in the middle & little part the same

both days at 18-20 m.

Longt. 163° - 15m

Sunday the 16th of March D. D., 1854

The first part of these 24 hours strong breeze from North & which with some fine rain steering ship. W. W. W. & S. W. S. wind in sailing down the top-masts the middle part has strong winds from NNE by E. & nearly the middle part W. in different tacks throughout the night and spent sail the little part fresh winds from NNE by E. S. wind steering ship up W. and all sail set two sail steering the same

Longt. 18° 35' W.

Monday the 17th of March D. D., 1854.

Longt. 15° 57' W.

The first part of these 24 hours strong winds from NNE, S. wind steering ship. west wind all sail 15° 30' W. in the land having west wind about 20 miles also two ships steering the same the middle part being off and in neck of Hilo at daylight steered the ship for Browns Bay but about 10 miles off 10 A.M. took a Plot of it at 10 M. Dropped anchor in Browns Bay in 5 fathoms of water in company with a number of other ships

Tuesday the 18th of March D. D., 1854

The first part of these 24 hours light winds from different points S. wind employed in working off ship out side the middle & little part the same ship having an anchor in Browns Bay employed in getting water from shore or land

Wednesday the 19th of March D. D., 1854

The first part of these 24 hours light wind, with passing rain squalls shifting her anchor in Browns Bay employed in getting water off from shore. The middle & little part the same employed in the healing the ship to repair the bottom & in the end which was that I off of a screw which hung

Miss Compton of New Bedford at the Sandwich Islands

Saturday the 23rd of March A.D. 1854

The first part of three
hours light wind S with passing rain squalls ship lying by an
anchor in Burns Bay mostly in opposing the starboard side of the ship.
one watch ashore on liberty the latter part the same a暴风
rush on the ship putting on deck

Sunday the 24th of March A.D. 1854

The first part of about 2 hours
light breeze S with passing rain squalls mostly in opposing the ship.
on the starboard side the last hour watch ashore on liberty the
middle & latter part the same the larboard watch ashore on liberty
mostly in sight of the ship a暴风 rush on the ship putting
on deck

Sunday the 25th of March A.D. 1854

The first part of three 2 hours
light wind from the E and S with fine weather ship lying by an anchor
in ~~Yolo~~ Burns Bay mostly in opposing the starboard side the larboard watch
ashore on liberty the middle & latter part the same the larboard
watch ashore on liberty mostly in getting off rocks from shore

Sunday the 26th of March A.D. 1854

The first part of three 2 hours
light breeze from the East & S clear sky by an anchor in Burns Bay
mostly in misting in a rift of rocks on deck at 5 P.M. four
of the crew that had deserted the day before were fetched aboard by the
Police Police being about 10 miles in the direction back from the town the
latter part the same the larboard watch ashore on liberty

Sunday the 27th of March A.D. 1854

The first part of three 2 hours
pleasant winds from N.E. & clear sky by an anchor
in Burns Bay the larboard watch ashore on liberty the latter part
the same with fine weather the starboard watch ashore on liberty mostly
in hunting old and new iron down rocks on the lower side

Cloft, Peterson Master A.D. 1854

Tuesday the 28th of March A.D. 1854

The first part of these 24 hours
pleasant breeze from W E of S fine weather ship lying by in anchor
in Haven Bay the Starboard watch were on deck the latter part the
same the larboard watch ashore on liberty in passing ship.

Wednesday the 29th of March A.D. 1854

The first part of these 24
hours pleasant winds from W C, S clear ship lying by in anchor in
~~Hole Bay~~ the larboard watch ashore on deck little or nothing going
on board ship the latter part the same all hands on board
little or nothing going on board

Thursday the 30th of March A.D. 1854

The first part of
these 24 hours fresh breeze from North & clear ship lying by in
anchor in ~~Hole Bay~~ with all hands aboard getting ready for sea
the middle & latter part the same at day light took up anchor
& went to sea at 5 AM, the pilot left us sent a boat ashore
the Illinoian of New Bedford who was going in about 6 miles out in
the harbor

Friday the 31st of March A.D. 1854

The first part of these 24
hours light helping winds from N N W & S S W with fine
weather ship about heading W W C & W C, with all sail
the Illinoian of New Bedford in company with us the
middle & latter part light winds with winds N W & different
tacks working to the south & west with all sail in company
with two other ships at 7 PM, the line for south wind to
most the next day about winds

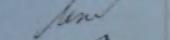
Remarks on board Ship-Champion of New Bedford at the
(Sh) Saturday the 1st of April A.D. 1854
The first part
of three or four hours strong winds from N.W. 45°, clear sky - in
different tacks working to the westward and all sail at 2 P.M.
low being with but about 5 miles' distance to the Pothi in
company with the ship Anna of New Bedford the middle
part light winds from different points & the latter part fresh winds
from N.E. 60°, clear steering ship - all sail steering
ship along the west side of Pashhee the nearest land but
about 5 miles

Sunday the 2nd of April A.D. 1854
The first part of three
or four hours light winds from S.W. & clear steaming off and on in
the Bay of Nagahyak in the vicinity of Pashhee in company
with a number of other ships the middle part light winds & clearing
steaming off and on the same Bay the latter part light winds
from W.S.E. & clear steering ship along the land but about 5
miles to the southward and all sail

Monday the 3rd of April A.D. 1854
The first part of three
or four hours light winds from W.S.E. & clear steering ship along the
land but about 5 miles at 1 P.M. brought the ship to the wind
and sent a boat ashore at 6 P.M. the boat came off again and
brought a doctor with them the middle & latter parts light
winds from different points and from weather steaming off on
to the Bay of Haima at 2 A.M. the boat went ashore with
the doctor first mate & one of the foremost hands that was
sick to stop a couple of days with the doctor

Danville Islands left Wm Brown Master A. P. 1859

Pawday the 2nd of April A.D., 1884

The first part of later
and 12 hours pleasant buzz from different points on pine with ship.

wind off and on near by the Bay of Biscay at 40°, sea smooth
wholly going quick to the wind did not get near enough to know
the bottom, the same the next & one hour from forward ashore at
the Doctor's house

~~Wednesday~~ the 5th of April A.D. 1853

The first part of
these 27 hours light wind variable with clouds hazing off and on now
to the S of Roraima with the note and one man ashore on the Doctor's
hours at 10 AM, the boat went ashore off the note and some reefs.
At noon the boat got about with the note. Past forenoon and
afternoon on the mid ship hearing gun, made all sail two sail in
night but about 8 mils. And did about 6 miles

Thursday the 6th of April A.D. 1857

The fair part of these
27 hours fresh winds from N & NW & clear sky. In different tracks
working to the latter along the land in company with two other
ships say 12 & 14 mts. the latter front being off and on now
to the bay of Tocayachan a short distance to sea about getting some
protection in company with a number of other ships

Sunday the 2nd of April A.D. 1857

The first part of these
24 hours strong winds from off the land in squalls ships bring off
and we are in the Bay of Bengal in company with two other
ships ship under double reef top sails the middle & latter part of
the same day bring off and in the same place get off about
60 miles of Batavia during the day from there on a number
of other ships bring off and in for Batavia

Remarks on board Ship Champion of New Bedford left
Saturday the 1st of April A.D. 1857
The first part of these 24 hours
light winds from off the land in swells gusty getting
off bottom fair shore in the Bay of Acapulco at 6 P.M.
in company with the Laguna Widow of San Pedro 20
miles westward down in a course of 2 P.M. left company
with the Widow and steered a course west under all sail
the wind & tide parts strong winds from N.W. & clear steering
at 11 M. the wind all sail run up in steering the anchors
running the chance below in shore breeze lots of 20-22 m
long p. 158-52 m

Sunday the 2^d of April A.D. 1857
The first part of these 24 hours
strong winds from N.W. & clear steering ship with all under
all sail one mile off went sick the middle & little parts the same
steering ship west under all sail
long p. 21-02 W
long p. 160-02 m

Monday the 3^d of April A.D. 1857
The first part of these 24 hours
light winds from E.N.E. & clear steering ship west under all
sail under in running all sail the middle & little parts
the same simply in putting the bottom the cutting blocks
one mile off went sick
long p. 21-12 W
long p. 164-57 m

Tuesday the 4th of April A.D. 1857
The first part of these 24 hours
light winds from E.N.E. & clear steering ship west under all
sail under in running all sail the middle & little parts
the same simply in putting the bottom the cutting blocks
one mile off went sick
long p. 21-58 W

Wednesday the 5th of April A.D. 1857
The first part of these 24 hours
light winds from E.N.E. & clear steering ship west under all
sail under in running all sail the middle & little parts the same lots of 22 m
long p. 167-50 m

Thursday the 6th of April A.D. 1857
The first part of these 24 hours
light winds from E.N.E. & clear steering ship west under all
sail under in running all sail the middle & little parts the same lots of 22 m
long p. 167-07 m

[47]

After noon made from the Sandwich Islands to the Pacific Sea

Thursday the 13th of April A.D. 1854

The first part of
these 27 hours light winds from SSW, & clear steering ship. west
wind all sail. the middle & latter parts light winds from the setting sun the middle &
latter parts the same in ship fitting the rigging. At 116 22-10 W

Long 178-2-28. E

Friday the 14th of April A.D. 1854

The first part of these 27
hours light winds from SSW, & clear steering ship. west
wind all sail. the middle & latter parts the same in ship fitting
but one man off duty sick. At 116 27-00 W

Long 178-2-09. E

Saturday the 15th of April A.D. 1854

The first part of these
27 hours light winds from SSW, & clear steering ship.
at 116 got the Blacksmith's baggage up to the same black
smithing the middle & latter parts the same. At 116 27-50 W

Long 178-02. E

Sunday the 16th of April A.D. 1854

The first part of these
27 hours light winds from SSW, & clear steering ship. west
wind all sail at 117 spoke the Prinses of Den Haag
the middle & latter parts the same. At 116 25-50 W

Long 177-03. E

Monday the 17th of April A.D. 1854

The first part of these
27 hours light winds from SSW, & clear steering ship.
at 117 wind all sail the middle & latter parts light winds
from east & clear steering west wind all sail in ship fitting
putting over potatoes. At 116 26-14 W

Long 176-35 E

Tuesday the 18th of April A.D. 1854

The first part of these
27 hours light winds from east & clear steering ship west wind all sail.
the middle & latter parts light winds from ESE & clear steering
ship west one man off duty sick. At 116 26-25 W

Long 176-37 E

Sh. Champlain of New Bedford from the Sandwich Islands
Wednesday the 17th of April A.D. 1854

The first part of these
27 hours light winds from S.E. & P clear steering ship. with all sail
and sail the middle part the same or we sail over in storm
the latter part light winds from South P clear steering the
same or more off duty sick

Lat 16° 26' 44" S

Long 170° 36' E

Thursday the 18th of April A.D. 1854

The first part of these
27 hours light winds from South P fine steering ship. with all
sail all sail improved in ship's duty the middle P latter part
light winds P calm with fine weather

Lat 16° 27' 0" S

Long 170° 36' E

Friday the 19th of April A.D. 1854

The first part of these
27 hours light winds P calm steering ship with all sail
the middle P latter part light winds from South P calm steering
ship. with all or more off duty sick

Lat 16° 27' 34" S

Long 170° 36' 44" E

Saturday the 20th of April A.D. 1854

The first part of these 27 hours
light winds from S.E. & P with calms steering ship with all sail
and sail improved in ship's duty the middle P latter part light winds
from South P fine weather steering ship with all sail

Lat 16° 28' 44" S

Sunday the 21st of April A.D. 1854

The first part of these 27
hours light winds from S.E. clear steering ship P.W.
with all sail the middle P latter part light winds from
S.E. P with the ship heading on the western tack latter
part going on dead ship we man off duty sick.
put the main top sail steering with beams Lat 16° 28' 30" S
down on deck and stand them away

[49]

to the Potosh Sea left (Waterman Master A.D. 1854)

Tuesday the 25th of April A.D. 1854

The first part of these
24 hours light winds from the South & cloud steering ship. on the
rest in tack heading SW by W under all sail the middle & last
part fresh breeze from W by E. & boat also from south with thick
fog steering ship NW under all sail & implying in ship
Duty man off duty sick

Lat 36° 32' - 30' W

Lng 165° 39' West

Tuesday the 26th of April A.D. 1854

The first part of these
24 hours fresh winds from south & fog at times steering ship SW
under all sail the middle part light winds from the same
& thick fog the latter part fresh winds with rain steering ship
the same

Lat 36° 00' W

Thursday the 27th of April A.D. 1854

The first part of
these 24 hours strong breeze from DD W & thick with rain
steering ship SW, under all sail went fore & aft twice with
jaws of sail down on deck & stem down & in case the
ripping at 9 P.M. hauled the fore sail & hoisted top gall sail
the middle part strong breeze from SW, & cloud steering ship W by
N under all top-sails the latter part blowing heavy from westward,
& cloud steering the same at 10 P.M. double reef fore & main
top-sails

Lat 36° 37' - 40' W

Lng 165° 01' - 12' West

Friday the 28th of April A.D. 1854

The first part of these 24 hours
strong winds from west & clear with passing clouds W by S. last
handed heading SW by W under double reef top-sails the middle
& latter part light winds from S by W & W by S. & cloud ship does
handed heading west under all sail implying in ship's duty one
man off duty sick

Lat 36° 56' - 58' W

Lng 165° 02' - 29' West

Ship Champion off New Bedford from the Sandwich Islands
Sunday the 29th of April A.D. 1854

The first part of these
27 hours light winds from North E. during wh. close hauled heading
in WNW, small sail the middle part lighter winds & always
the latter part light light breeze from ESE, & close steering
wh. W, N, and all sail on but the fore sail and stand it
away

Set by bds 37-15, 19

Aug by bds 161-56 ab

Sunday the 30th of April A.D. 1854

The first part of these 27
hours light winds from ESE, & close steering wh. W, and
all sail the middle part fresh breeze from NE, NNE & thick cloud
the latter part fresh winds from south & close steering the same
and all sail on a sail steering the same Set by bds 39-03 ab

Monday the 1st of May ^{Day} A.D. 1854

Aug yet more ebb

The first part of these
27 hours fresh breeze from SSW, & thick cloud with some rain
steering ship. W, W, small sail on two sails steering
the same the middle part the same the latter part strong
winds from the same & thick fog with rain on mon off. Not much
or none took in for & when top gall. sail. W, W, Ebb.

Tuesday the 2nd of May A.D. 1854

The first part of these 27
hours strong wind & squall with rain from SW, & most
wh. close hauled heading NNE and little reef top sail at
1 P.M., hauled by top gall. sail & flying jib the middle & latter
part strong gales from the west & squall at 11 P.M., blowing
in heavy rain the same heading the N, N, E, & reef at 10 P.M.,
hauled fore top sail the heading N, N, E, & D

Set by bds 40-00 ab

Aug by bds 156-28 ab

to the Pacific Sea Capt Peterman Master A.D., 1852

Wednesday the 3rd of May A.D., 1852

The first part of these 27 hours strong winds from the westward & clear sky. trying to make sail up & down, the east & the west also don't make top sail & by chance the middle & latter parts more moderate the wind from N.E. to S.W. & cloudy at 8 P.M. set the sail of jib & top & daylight turned the reefs out of the top sail Steaming ship W.W. under all sail thick with freezing fog banks
W.H. Sonoma

Thursday the 4th of May A.D., 1852

The first part of these 27 hours strong winds from N.E. & thick fog with rain Steaming ship W.W. under all sail at 2 P.M. took in the full sail & sprung jib boom now off with sick the middle part fresh wind & clouds at 12 P.M. light air turned the reefs out of the full top sail & set the full sail the latter part strong winds from N.W. & with freezing cloud the east hauled heading in N.W. under top-sails at 9 A.M. took in top sail & sprung jib on two sails one more off but sick on the air
Lat 38° 21' S. Long 158° 30' E

Friday the 5th of May A.D., 1852

The first part of these 27 hours strong winds from N.W. & clear sky. don't haul'd heading west under top-sails one sail in sight astern drift about 8 miles the middle & latter parts light winds from S.W. & cloudy sky. don't haul'd heading west under all sail on three sails one more off but sick
Lat 38° 45' S. Long 158° 22' E

Saturday the 6th of May A.D., 1852

The first part of these 27 hours light winds from S.W. & cloudy sky. don't haul'd heading west for three days sky under all sail the middle part light air from N.W. & thick foggy sky. don't haul'd heading west under all sail three sails in sight the latter part light air & calm
Lat 38° 36' S. Long 158° 06' E

Long 30° 30' W. over 8

Remarks on board Ship Champion of New Bedford from the
Sunday the 7th of May A.D. 1857

Sunday the 7th of May A.D. 1857 The first part of these 27 hours
was light wind, from N.E., & thick haze steering ship on
N.W. by W. mdr. sail three sets in sight the middle set
was poor strong winds from E.S.E., & thick fog with some snow
at 12 P.M. brought the ship to the wind with her larboard tacks
and heading south mdr. N.W. by E. top-sail S. fish at 7 A.M.
run to the N.W. by E. which with passing snow squalls at 9 A.M.
brought her top-sails S. at 9 A.M., more moderate set it again
Wolds over

Monday the 8th of May A.D. 1857

The first part of these 27 hours
strong winds from N.E. & thick with some snow N.W. about
midday heading W.W. mdr. east right for S. by E. top-sail S.
in a storm N.W. by E. top-sail S. fish main sail the middle part
wind strong bugs from the northward S. with some snow still on
different tacks through the night, at 4 A.M., in the land
first about 8 miles bearing N.W. the latter part the same
N.E. mdr. top-sail S.

Set by H. 22-400 N
long 2 hrs 152° 56' E

Tuesday the 9th of May A.D. 1857

The first part of these 27 hours
strong winds from N.W. by E. & clear sky heading N.E. by S. mdr.
top-sail at 3 P.M., the Island Roshora the N.E., first don't about
4 miles bearing W.W. saw Island Rankon line N.E. by S. into
about 20 miles the middle part fresh winds from the westward S. by E.
with passing snow squalls N.E. mdr. top-sail S. by E. (S. by E.) set
foggy with unring sky. through the night of N.E. to the latter
part light breeze from S.E. & south steering S. by E. mdr.
all sail at last sight the Island Rankon line N.E. by S. but don't so
nearly the Island Roshora line south first about 8 miles

Set by H. 22-400 N
long 2 hrs 152° 56' E

Sandwich Islands to the Pohotch Sea off Oahu June 1854 [53]

Wednesday the 10th of May A.D. 1854

The first part of these 27 hours pleasant breeze from south & cloudy steering ship. Sailing with all sail on bent fore top mast striking sail & threw it away had no upper halyard SS, did about 25 miles the middle part strong breeze from ESE, & thick with snow steering ship. Weather at 7 P.M. homed top gallant sails & flying jib at 10 P.M., gibb reef top-sail at 12 P.M. blowing on from the same east right fore & main top-sails at 1 A.M. took in fore & main top-sails & clew reefs in top-sail & hoisted the ship to with her starboard tacks abeam under storm sail. No observation

Thursday the 11th of May A.D. 1854

The first part of these 27 hours blowing heavy from east & thick with snow steering to mid storm gale heading WSW, the middle & latter parts strong wind from WSW, & cloudy with some snow weather to mid storm gale with her starboard tacks abeam & more moderate

No observations

Friday the 12th of May A.D. 1854

The first part of these 27 hours strong wind from SW, & cloudy ship. clew reefs heading WSW, under gale right top-gallant & flying jib the middle & latter parts fresh wind from WSW, & SW & cloudy ship. heading WSW at 12 P.M. turned the north end of the top-sails at 8 A.M. at 11 P.M. top-gallant sail & flying jib

reduced

Saturday the 13th of May A.D. 1854

The first part of these 27 hours light breeze from SW, & SW & cloudy at 4 P.M. the land in sight did about 30 miles the middle part light air & clouds & cloudy the latter part fresh wind from east & cloudy steering ship. WSW under all sail

Settled

W.W.

land
seen

Ridge-oo
at 8 A.M.
by 28° 80'

Foggy-oo

land
seen

Bu 28° 70'

Remarks on board Ship Champion of Pen Bay

Sunday the 14th of May O.P., 1857

Bu 28-30 The first part of these 27 hours strong breeze from N.E. & clear sky. drift banked on a full heading N.E. under all sail the middle part strong winds from N.E. of a N.W. & down drift banked heading S.W. at 4 P.M. a broad dark green top sail with 0.7 P.M. double reef top sail at 1 P.M. hand over sail of fish at 5 P.M. took in fore & main top-sails & hoisted staysail from N.E. by N.W. under storm sail at 8 P.M. ran down to the port side wind E.S.E. one man off duty sick

St. L. 59-98 N

Long. 152-53 S

Monday the 15th of May O.P., 1857

Bu 29-30 The first part of these 27 hours strong winds from N.W. & N.N.W. & clear sky. drift banked heading N.E. under storm sail the middle part fresh winds from N.W. & clear N.W. at first major top-sails at 12 P.M. at 1 M. reef top sail at 2 P.M. turned the reefs out of the top sail the latter part light winds from N.W. & clear N.W. drift banked heading North under all sail got the blacksmith's forge up to make a band to go on the head of the rudder to keep open by the weight of the tail. St. L. 59-98 N

Tuesday the 16th of May O.P., 1857

Bu 29-30 The first part of these 27 hours light breeze from N.W. & clear sky. under all sail on the watchmen then drift banked in making a band to go on the rudder had the wind the first & full with N.W. drift, reef with some known N.W. from which at 5 P.M. the boat hand for night while the starboard boat got part to me some time for not I believe lights yet part to two different whalers the last boat got rolled we had to cut line off the whale went off shooting bird the other boat going along to the ship at daylight commenced cutting away from port hole 5' 4" - 50 ft entering



[55]
in the Ochotsk Sea (Capt Waterman Master 1857)

Wednesday the 17th of May A.D. 1857

Bu 28-40 fresh winds from ENE, & thick fog from the rear ship 100' behind
and the middle & lower parts light air of ebbings off under short seas
with fog

The first part of these 24

hours thick fog from the rear ship 100' behind

and the middle & lower parts light air of ebbings off under short seas
with fog

Lat 65° 55'-49' N

Long 162° 21' E

Thursday the 18th of May A.D. 1857

light air of ebbings with a thick fog impeding in fitting the main head
& cutting up blocks between decks the middle part light winds
from WSW, & fog with some snow the low part thick winds
from SW, & fog with some snow the low part thick winds
from SW, & fog with some snow the low part thick winds
with fog banks off under short seas about 1656-20 W

The first part of these 24 hours

light air of ebbings with a thick fog impeding in fitting the main head

& cutting up blocks between decks the middle part light winds

from SW, & fog with some snow the low part thick winds

with fog banks off under short seas about 1656-20 W

Long 162° 32' E

Friday the 19th of May A.D. 1857

Bu 29-50 fresh winds from North & clear ship heading up off
under short seas the middle & lower parts fresh winds
from the west & cloudy with passing fog banks steering ship North
under all sail at daylight started the make in a number of ships
two leading ice fields of ice

The first part of these

24 hours fresh winds from North & clear ship heading up off

under short seas the middle & lower parts fresh winds

from the west & cloudy with passing fog banks steering ship North

under all sail at daylight started the make in a number of ships
two leading ice fields of ice

Lat 65° 57'-18' N

Saturday the 20th of May A.D. 1857

Bu 29-50 light winds from the west & foggy ship in different tacks on
a number of ships & ice fields of ice impeding in hauling out at
the middle part light winds & foggy in some ships hauling the last
part light winds from the west & clear steering ship along the
ice to the eastward looking for open heads so one ship acutting

The first part of these 24

hours light winds from the west & foggy ship in different tacks on

a number of ships & ice fields of ice impeding in hauling out at

the middle part light winds & foggy in some ships hauling the last

part light winds from the west & clear steering ship along the

ice to the eastward looking for open heads so one ship acutting

ice fields of ice along to the westward & southward

Long 162° 32' E

two men off duty sick

Bu 29-26 at noon

Remarks on board ship Champion of New Bedford Capt
Sunday the 1st of May D.P., 1857

The first part of these 24 hours pleasant breeze from the N.W. W. A clear sky on different tacks working to the windward under all sail in a number of ships time during the ice field of ice at 8 P.M. finished taking the middle P little part light air & calm with fog N.E. being clear most part of the time. No 100000

Monday the 2nd of May D.P., 1857

Ben gall 24 hours light air & calm with fog at 2 P.M. in the ship Ben gall of New London 5 which this noon in field of ice the middle P little part fresh wind from the East & P from the middle part N.E. being clear the little part N.E. on different tacks near the ice in a number of ships. No 100000

Tuesday the 3rd of May D.P., 1857

Ben gall 24 hours light winds from the East & P with passing fog banks on a number of ships steering N.E. W. S. E. wind all sail in field of ice all morning the middle part light air P along with fog N.E. under short sail at 8 P.M. & found the best for Ben gall in company with a ~~string~~ tow ship with no success the last part light breeze from N.W. P. with passing fog banks N.E. and short sail on different tacks on three ship. N.E. being clear 100000

Wednesday the 4th hours light wind from N.W. P. clear with passing fog banks ship under short sail on different tacks in a became ground with ice as far as the eye can discern to a number of ships these went into the ice about 10 miles at 8 P.M. on two ship anchoring at 8 P.M. on one ship which was in the same head the middle part the middle part light wind from passing fog N.E. being clear the latter part light air P fog N.E. being clear under short sail No 100000

[57]

Waterman master in the Pechora Sea R.D., 1857

Sunday the 25th of May R.D. 1857

The first part of these 27 hours light air & colors with passing fog banks at 10th, the fog lifted up so low during North East about 20 miles also ships of ice fields of ice at 5th, spoke the ship ^{Nauticon} between O'charts of
Sun Baffin noting this season the middle P. latter part light breeze from N.W. by E. foggy ship on different tacks bring with him
large iron shack under that sail on ice fields of ice

Westerly

Monday the 26th of May R.D. 1857

The first part of these 27 hours pleasant breeze from W.W. by E. foggy ship bring with her from top sail back on different tacks the middle part the same the latter part light winds from the westward & thick with same rain steaming ship. E.S.E. wind top-sails at 6 O'clock she last known in company with the ship, Ostriens boat for a Baffin herd with no smooth ice fields of ice all covered in a number of
ships

Lat 61° 57'-58' N

Long 151° 55' E

151° 55' E

Tuesday the 27th of May R.D. 1857

The first part of these 27 hours fresh breeze from the westward & clear with fine weather ship on different tacks making to the westward and all sail on the land during North East about 20 miles also quite a number of ships two sailing the middle P. latter part the same at 5 O'clock, touched to the northward and all sail land East about 15 miles bring ship on a number of ships one a sailing and one a cutting

Lat 61° 57'-58' N

Long 151° 26' E

Wednesday the 28th of May R.D. 1857

The first part of these 27 hours fresh winds from westward & clear ship made double reef top-sails in different tacks at 9 O'clock land in sight East about 5 miles during North the middle P. latter part the same ship with double reefs top-sails at 9 O'clock steered a course E. S.E. and all sail in a number of ships one a sailing and one a cutting

Lat 61° 57'-58' N

Long 152° 06' E

Remarks on board Ship Champion of New Bedford Capt
Monday the 2nd of May A.D. 1857

Bell 27-18

The first part of these 24 hours fresh winds from the north & clear steaming ship 80° E,
wind all sail the middle part the same the latter part fresh
breeze from west, at 10th 10th hoisted the ship to the wind
& that now sail in the face of ice very heavy. We 10000 ft

Tuesday the 3rd of May A.D. 1857

Bell 28-25

The first part of these 24 hours light air & winds with a thick fog also ice fields of ice with a heavy swell
steaming from the south & ship under double reefs top-sails the middle
part from light breeze from the west & fog ship on
different tracks with short sail in ice fields of ice at 2nd 10th,
ice land bearing N 32 W, but about 85 miles due ice fields of ice
traversed in steaming down oil

We observe all

Wednesday the 4th of May A.D. 1857

29-50

The first part of these 24 hours light winds from the west & fog ship on different tracks
and short sail in ice at times the middle & latter part light air
& calm ship under short sail which fog at 9 10th, fogsight up
in land bearing N 32 W, but about 85 miles due ice fields of ice
traversed in steaming down oil

We observe all

Thursday the 5th of June A.D. 1857

land

The first part of these 24 hours strong winds from W S E, & with passing snow squalls
steaming ship, wind all sail in ice in steaming down
oil at 8 10th, in land bearing N 32 W, dist about 70 miles
the middle & latter part strong winds from W S E, & after ship lost
course heading N 32 W and all sail in ice in main sail.

Lat 45° 57' 22" N
Long 151° 25' E

[59]

W. Peterman Amster Steaming in the Okhotsk Sea 1857

Sunday the 2nd of June A.D. 1857

The first part of these 24 hours

Bal 20 strong wind from N, S, clear sky, short sail heading SW under all sail on one side heading the same in ice fields of ice the middle part push wind from N, S, clear sky, short sail heading SW, under all sail the latter part strong wind from S, E, thick cloudy sky, in different tacks at 10 P.M., she had turned her bow heads with no success in company with a French ship, on a number of ships were boating and cutting off seals and otters

Sunday the 3rd of June A.D. 1857

The first part of these 24

Bal 21-22 hours strong winds from S, E, thick with some rain shot, under short sail heading NE, in a number of boats the middle part push wind from the East, thick foggy sky, heading to the north under short sail the latter part push wind from W, E, thick cloudy sky, in the former tack under short sail it 10 P.M., shake the ship. Florida of New Bedford clean Pablocano 11

Sunday the 4th of June A.D. 1857

The first part of these 24 hours

Bal 23-24 push wind from W, E, thick with fog, in one ship off the sea ship in the first run tack under short sail the middle part the same at 6 P.M., shake the ship. Florida of New Bedford from while this season had from other ship South America & whalers this season of the latter part push wind from E, W, E, with rain thick foggy steering ship N, S, W, under all sail

Monday the 5th of June A.D. 1857

The first part of these 24 hours

Bal 25-26 push wind from W, E, thick with rain steering ship in, under all sail the latter part push wind from W, E, thick cloudy the latter part light was from the same steering ship. with a under all sail

W. W. W.

Remarks on board Ship Champion of New Bedford arriving
Tuesday the 6th of June A.D. 1857

Br 29-57 The first part of these 24 hours light winds & calm with fog abt. mid all sail little or nothing going on aboard ship. the middle part light air from the east & thick fog during ship abt. mid all sail the latter part fresh winds from the west & thick fog during ship the same at 10 A.M. in the ice fields of ice all around. Wobarrow

Wednesday the 7th of June A.D. 1857

Br 29-60 The first part of these 24 hours light winds & calm with fog abt. 8 A.M. in some heads turned the boat with no success so we st. catching elo plenty of whales the middle & latter parts the same but on different tackes in plenty of low heads close to the ice Wobarrow

Thursday the 8th of June A.D. 1857

Br 29-61 The first part of these 24 hours light air from the east & P with a thick fog turned the boat for some heads a number of times abt. 2 P.M. the horizon boat turned me at 5 P.M. the next boat got fast to me I had to cut in account of the whale running into the ice boat about 200 fathoms of line the middle & latter parts light air & calm with fog ship near by the ice at 7 A.M. in a sh. driving Wobarrow

Friday the 9th of June A.D. 1857

Br 29-62 The first part of these 24 hours light air & calm with a thick fog ship near by the ice mid sail the middle & latter parts light winds from south of the ship being by a whale at 9 A.M. got lighted up on a red whale about 5 fathoms from the ship took him along side of ship by command cutting me at the abt. 15 P.M. turned the boat for open head with no success plenty of whales in all over three ships watching

got 1653 - 500 ft
long 3 miles 1/2 - 258



(61)

in the Pechtch Sea for Bow heads left off (afternoon frost.)

Saturday the 10th of June A.D. 1857

(1857) The first part of these 27 hours light and often sea ~~ice~~ impeded in clearing off the decks & platform for some heads with no sweep to those ship-shedding the middle & latter part light winds from the westward & fine weather ice fields of ice ships cutting and breaking all around at 10 A.M. took a dead whale along side a plenty of barrels. Lat 55-28 N Long got none

Sunday the 11th of June A.D. 1857

The first part of these 27 hours wind from the south & sea impeded in cutting & breaking out oil at 10 A.M. finished cutting the middle & latter part fresh winds from S.W. & the same fine weather ship in different tracks under short sail impeded in breaking out oil on a number of ships all breaking & cutting also ice fields of ice

Lat 55-27 N
Long 149-12 E

Monday the 12th of June A.D. 1857

The first part of these 27 hours strong winds from SW. & sea ship under different tracks under short sail impeded in breaking out oil the middle platform part fresh winds from the same & clear sky under short sail in different tracks under short sail at 9 A.M. took a dead whale along side took the tip of one side of the bone & then let him go

Lat 55-27 N
Long 149-12 E

Tuesday the 13th of June A.D. 1857

The first part of these 27 hours fresh winds from south & fine impeded in breaking out oil the middle & latter part the same at 9 A.M. took the last for bow heads the last but got fast to one & brought him along side in fields of ice on a number of ships clearing

Lat 55-30 N
Long got none

whole day
sabres

110 lbs

whole day 110 lbs

whole day
120 lbs

Remarks on board Ship Champion of New Bedford arriving
Wednesday the 14th of June 1852

Wind
Whale
Sight

The first part of these 24 hours
light winds P along ship going by a whale simply in the middle of the
middle Plate part the same ship going by a whale at 5 A.M.
commenced cutting at 10 A.M., finished cutting at 9 P.M., the
the last hour for dinner's the harpoon got fast to me and took
him along side

both got none



Thursday the 15th of June 1852

The first part of these 24 hours
light winds from N.E., P clear shot hit ship going
by a whale at 6 A.M. commenced cutting on a great quantity of whale
the middle & latter part strong winds from N.E., P along ship going
by a whale at 6 A.M., commenced cutting the whale at 10 A.M. finished cutting
on a number of ship. cutting

Morn

Friday the 16th of June A.D. 1852

Sat 16-65
24 hours strong winds from S.E. N.E. P along on one ship. cutting whale
in holding out in the middle part fresh Gales from N.E. P with
passing along ship your shot sail employed in holding out in
the latter part light winds from the west, in P along with passing
passing along on a fine ship

Lat 65° 58' 29.6

Saturday the 17th of June A.D. 1852

Sat 16-75
The first part of these 24 hours
light winds from N.W. in P along on a fine ship P a fine
piece of floating ice employed in holding out in P steering down in
the middle & latter part light winds from the north in P went ship
under shot sail employed in holding out in ice field of ice
two ships sailing

Lat 65° 55' 27.10
long got none

in the Ochotsk Sea for Bowheads Capt C. Petermann

Sunday the 18th of June A.D. 1854

The first part of these 24 hours

were light winds, & when ship made short sail at 1 P.M., picked up
a dead whale at 2 & 3 P.M., commenced cutting off & by finished cutting
imposed in hauling & cutting the middle & little parts strong winds from
S.W. & fog banks passing over ship made short sail impeded in
hauling out oil & steaming down oil on two ships drilling and
quite a number cutting under all sail during nothing (at 3 P.M.) 10

Monday the 19th of June A.D. 1854

The first part of these 24 hours

light breeze from the westward & sea impeded in steaming down oil
& hauling out oil ship made short sail the middle part the same
the latter part light winds from S.W. & clear impeded in steaming down oil &
hauling out oil on two ships drilling and a number not hauling

Tuesday the 20th of June A.D. 1854.

Lat 37° 55'-52' N
Long 142° 51' E

The first part of these 24 hours
light winds from W.W. & clear ship made short sail hauling on the
starboard tack impeded in hauling out oil & steaming down oil
the middle & little parts light winds from the southward & clear ship on
different tacks near to the ice so quite a number of ships from oblique
Lat 37° 60' N

Wednesday the 21st of June A.D. 1854

The first part of these 24

hours fresh winds from S.S.E. & clear ship heading East made short
sail impeded in hauling out oil & steaming down oil for 25 miles & starting
in parts of ice the middle & little parts strong winds from S.E. &
clear with some fog so quite a number of ships the same

Thursday the 22nd of June A.D. 1854

Lat 37° 60' N

The first part of these 24
hours strong winds from S.S.E. & clear ship heading East on tack
made short sail impeded in steaming down oil & hauling out oil at
3 P.M., finished hauling the middle & little parts the same impeded in
steaming down oil made short sail on different tacks in parts of ice
so quite a number of ships working

Ship Chapman of New Bedford Rowing in the
Day the 25th of June A.D. 1857

The first part of these
24 hours fresh winds from the southward & stock with a light
fog impeded in steering down all the wind shift east or different
tacks the middle & little parts light winds from the south & fog
the wind shift east impeded in steering off the after hatch Norden

Sunday the 26th of June A.D. 1857

The first part of these 24
hours light winds from the southward & fog at 2 P.M., the fog sighted
at 2000 feet of ice & plenty of ships one hour off Davis sick
impeded in steering off the after hatch the middle & little parts the
wind from south & clear weather shift east or different tacks
impeded in steering down

Lat 64° 55' - 28° E

Long 173° 08' E

Sunday the 26th of June A.D. 1857

The first part of these 24 hours
fresh winds from the southward & clear fine weather no parts of ice
and white water in a great quantity of ships two doctoring im-
peded in holding westward washing & scrubbing down the middle
& little parts light winds & calms with some fog at day light not all
but less hindrance in the W. with a light wind from SW.

Lat 64° 56' - 12° N

Long 172° 03' E

Monday the 27th of June A.D. 1857

The first part of these 24
hours light winds from west & clear with fine weather ship
and all sail heading to the W. so a number of ships the
middle & little parts light winds & calms impeded in cleaning
down

Lat 64° 56' - 28° E

Long 172° 08' E

Sunday the 27th of June A.D. 1857

The first part of these 24
hours light winds & calms impeded in cleaning down the middle
& little parts light winds from SW, & clear after the SW. west
wind all sail impeded in fog during time Lat 64° 56' - 37° E
two men off duty sick to the W. after the SW. wind Long 172° 08' E

[65]

Ochotsk Sea for Bow Heads (Capt. Peterman Master)

Monday the 2nd of June A.D. 1852

The first part of these 24 hours light air from NNE, & clear steering ship. Will have under all sail get by the Extremes of the land so northward to NW, but don't think she never did about halfway the middle of latter part the same the latter part strong winds from NNE, & with passing clouds & fog banks at daylight however out of NW, but about 20 miles S or SW, so from ships of a small party of land one sailing close to an anchorage in a small bay at 10 AM, spoke the ship Mary Frazer of New Bedford from whence this season to the N. by steering along the land but don't think both N & NE

Tuesday the 3rd of June A.D. 1852

The first part of these 24 hours strong winds from NNE, & with passing fog banks steering ship along near to the land in company with the Mary Frazer the middle part, & light air from NW and with passing fog banks hanging around a number of ships one sailing

Wards over 100

Wednesday the 4th of June A.D. 1852

The first part of these 24 hours light air & calm with fog banks hanging around to quite a number of ships one about my two sailing ships made shore and the middle & latter part the same the extremes of the land, so with the highest dirt about 10 miles from shore off duty sick

Thursday the 5th of June A.D. 1852

The first part of these 24 hours light air & calm with fog banks hanging around land in sight but about 10 miles having from sea, drawn to port and so on to NW on a number of ships at 4 PM, spoke the ship Mary Frazer of New Bedford & the Star of France Glazebrook & whole this evening the middle & latter part the same to 8 PM, dropped the bottom anchor in about 22 fathoms of water and bottom bore after lower three boats and sent them ashore on a boat some after the fog light up for Bow heads lower the steamer and went on the way early and don't think 5 miles bearing N.W.

Remarks on board S.S. Glenfinn of New Bedford in the
Sunday the 1st of July A.D. 1854

~~and~~ ^{The first part of these 27} hours light air & calm with fog ship lying by her anchor
22 fathoms ^{near to the land in 22 fathoms of water} not catching her heads with no success on
a number of ships or fog at anchor the middle P letter part
the same employ'd in chasing her heads with no success

Monday the 2^d of July A.D. 1854

~~and~~ ^{The first part of these 27} hours light air & calm with fog ship lying by her anchor
22 fathoms ^{near to the land in 22 fathoms of water} not catching her heads with no success on a number of ships the middle
P letter part the same one min off D.L. with

Monday the 3^d of July A.D. 1854

~~and~~ ^{The first part of these} 27 hours light air & calm with fog ship lying by her anchor
22 fathoms ^{near to the land in 22 fathoms of water} not catching her heads with no success on a number of ships
D.R. to a anchor some distance the middle P letter part
the same

25/10/55-28/10/55

Tuesday the 4th of July A.D. 1854

~~and~~ ^{The first part of these} 27 hours light air & calm with passing fog banks N.W. lying
22 fathoms ^{near to the land in 22 fathoms of water} not catching her heads with no success on a number of ships at anchor
the middle P letter part the same

Wednesday the 5th of July A.D. 1854

~~and~~ ^{The first part of these} 24 hours light air & calm ship lying by her anchor in
18 fathoms of water at 5 P.M. took the anchor and dropped
down with the current nearly the land the middle P letter
part the same with wind at 7 P.M. dropt anchor again while
from shore in 18 fathoms of water

[67]

Chotzkr Sea Reversing for Bon heads left to Waterman Shuster
Friday the 7th of July A.D. 1852

The first part of these 24 hours strong winds from SSW, & began shifting & her anchor
18th in 22 fathoms of water had bottom no rocks or anchor one bottoming
the middle of little fragt light reefs & corals from SSW Peter
the boats employed in chasing bivalve in company with a number
of gulls & gulls with no success at 7 A.M. took the anchor
Leaving anchor ship along the bow to the SW and off 12 A.M. dropped
more again in 22 fathoms of water from which boat from the
bow

Saturday the 8th of July A.D. 1852

The first part of these 24 hours light winds & calms. One day shifting & her anchor in
22 fathoms of water from south from bow employed in chasing
Bon heads with no success the middle of little from the same
medium off bottom side

Sunday the 9th of July A.D. 1852

The first part of these 24 hours strong winds from NNE & bottom with some rocks
19th in 22 fathoms of water in the middle of water
employed in chasing bon heads with success the boat had boat got
lost to me the men off shore from the ship killed him anchor the
whole night on board of the whole our night the man off the boat
the same at 3 A.M. took the anchor and sail & started for the
ship for the whole took him along sea again & cut him in sea
a bark cutting from breaking off it anchor

Monday the 10th of July A.D. 1852

The first part of these 24 hours strong winds from the NNE & land with passing by banks
at 5 A.M. brought the ship to & her anchor in 22 fathoms of water
the middle of little from the same with some rocks
off her anchor in 22 fathoms of water & boats from land

Remarks on board Ship Champion of New Bedford

Saturday the 10th of July A. D. 1857

The first part of three 27
hours fresh winds from the N. E. on the port bow with fog shif-
ting to the main in 22 fathoms of water 4 miles from shore
the middle & latter parts light winds from the port & S. E.
at night started the winds and went two hours above

Sunday the 11th of July A. D. 1857

The first part of three 27
hours light winds & clouds shifting to the main in 22 fathoms
of water employed in hoisting out all a number of ship boats
to anchor the middle & latter parts light winds from the
port & S. E.

Monday the 12th of July A. D. 1857

The first part of three 27
hours light winds from N. E. & clear sky from the main in
22 fathoms of water about four miles from shore employed in hoisting
out all of the middle part light airs & clouds with rain the last
part strong winds from N. E. with rain & a heavy swell running
from N. E. at 9th A. M. took the anchor and set double reef
top sails ship drift hand hoisting N. E. with a thick fog
in three get under way & stand west the bay river shot
out

Tuesday the 13th of July A. D. 1857

The first part of three 27
hours strong winds from N. E. & fog off - on different
tracks between the two lands the middle & latter part light air
& winds with some rain employed in running down out of
the bay. Drifted and again run by the land one of the shorter
winds in about 22 fathoms of water

[69]

Occurring in the Pohotch sea [left] Raman master A.D. 1854

Sunday the 15th of July A.D. 1854

The first part of
these 24 hours light wind from the East & clear unbroken,
steaming down at 10.30 h. by his anchor in 22 fathoms of water
4 miles from the Island in a mouth of river all night long
at 1 P.M. a boat came from a ~~small~~ ship. the master & other party
the same at 7 A.M. took the anchor and made the ship to
the Leyton with four men & I in company with a number
of other ships in a number to anchor.

Sunday the 16th of July A.D. 1854

The first part of these
24 hours fresh wind from the East & clear with some water
at 1 P.M. dropped anchor in about 25 fathoms of water nearly
the land. At about 4 miles sent two boats ashore to look for anchorage
in a fire with no success the middle I left part cloudy wind
of 8 mph with rain & continued with lighter the little two
lights wind from the East & clear at 1 P.M. called all hands
and took the anchor at one of foul cleared at 9 dropt it again
at 7 A.M. took the anchor again got the ship ready and
steamed nearly the land dropped anchor again in 15 fathoms
of water at 9 A.M. lowered the boat for whalers the whalers
had got fast to me & took him to the ship in a
number of ships at anchor



Monday the 17th of July A.D. 1854

The 15 first part of
these 24 hours fresh wind from North & clear with some fog
at 2 P.M. commenced putting at 7 P.M. finished putting ship
from 2 to 4 miles the middle & latter part light wind & clear
with fog at 7 A.M. sent two boats ashore to look for whalers ship
having 2 men anchor in 18 fathoms of water 8 miles from shore

Remarks On board Ship Champion of New Bedford

Tuesday the 1st of July A.D. 1857

The first part of these
hours light wind from different quarters with few stiff blsts
comes in 16 fathoms of water which from land two bats when taking
two whole took the anchor and dropped it in the bottom to the
bottom & made the middle P little boats the same or slightly
stiff the winds at 11 AM for tightened up in a dead whole
took him to the wharf & cut him in on a number of shds. to an
anchor three dwelling

Wednesday the 2nd of July A.D. 1857

The first part of these
hours light air P comes from N. E. being by his anchor the
bottom got off from shore at 1 PM the sea being somewhat lighter
in a number of shds. it makes the middle P little boats the same
as employed in hauling out all three men off duty sick

Thursday the 3rd of July A.D. 1857

The first part of these
hours light air P comes with few stiff blsts by his anchor employed
in hauling out at 12 PM the sea lighted up the boats however
for while the barbado boat got fast to one P took him along side
it & P took the anchor and went to the whale then dropped it
again the middle P little boats strong winds from N.E. & of
which with rain stiff blsts & a whale

Friday the 4th of July A.D. 1857

The first part of these hours
strong winds from N.E. with rain worked in cutting a whale
stiff blsts & a whale by his anchor on a number of shds. at one time
the middle P little boats light air P comes with few and rain stopped
in stamping down all the men off duty sick on a number of shds.
it makes

71

Arriving in the Pchash Sea (left, Peterman master)

Saturday the 22nd of July 1857

The first part of these 22 hours light air & calms with fog at 2 P.M., then the winds & took the anchor and dropped it near to a point of land but don't know exactly where in choosing where to anchor the hull & latter part fresh winds from the North & thick with rain the last hour for which the most part got fast to me I took him along side



Sunday the 23rd of July 1857

The first part of these 22 hours fresh winds from the North & thick with rain at 2 P.M., the last hour for which the fog & not thick so bad had got fast to two whales and took them along side simply in cutting the middle of both & took some skinning by the anchor

Monday the 24th of July 1857

The first part of these 27 hours light air & calms with fog at 2 P.M., the last hour for which the fog & not thick but got fast to in & the line got foul in the sharks and was the means of raising the boat over and so lost the whole of him the middle of latter part light air & calms with fog at 6 A.M., the last hour for which the Starboard went fast to me I took him along side in a number of skins & anchor



Tuesday the 25th of July 1857

The first part of these 27 hours light air & calms drifting by the anchor in searching of whale the middle of latter part the same simply in cutting & losing not all two boats when looking for whales the Starboard went fast to the one and took him along side in a number of skins & anchor from drifting



25 hrs
whole day
whole day

25 hrs
whole day
whole day

25 hrs
whole day
whole day

Remarks on board Ship Champion of New Bedford near to the
Island of Pico O.P., 1857

The first part of this 24 hours
light air & calm with fine weather employed in hauling out all
the P's, took the anchor & stowed some what never stowing
& dropped it again the middle of latter part light air & winds
with fine weather in a number of ships at anchor

Sunday the 27th of July O.P., 1857

The first part of these
27 hours light air & calm below haling by her anchor in
12 fathoms of water employed in hauling out all of steering
down w/ two boats ashore looking for whales in excess the middle
& latter part the same

Monday the 28th of July O.P., 1857

The first part of these 27
hours light air & calm with fog employing hauling out all
the P's by her anchor in 15 fathoms of water at 5 P.M. took the
anchor & dropped it again in 12 fathoms of water about 4 miles
from the land the middle & latter part light wind & calms
employed in steering down at 5 P.M. lower the boat
for whales the starboard & starboard boat got fast to one square
& took them to the ship

Tuesday the 29th of July O.P., 1857

The first part of these
27 hours light air & calm with fog banks forming around for
a number ship. At anchor are shooting the middle & latter parts
light air & calm with fine weather haling by her anchor
in 15 fathoms of water employed in cutting two whales

Wednesday the 30th of July O.P., 1857

The first part of these
27 hours light air & calm & fine employed in steering down & the middle
& latter parts light air, from the boat & for the last shore
looking for whales the starboard boat got fast to one & took
him to the ship

73

Chaster Island left Pater Noster At. D. early

Monday the 1st of July A.D. 1857

The first part of these 24 hours light
and Perkin with fine weather at 7 P.M. took the anchor & went to the
whale that we had turned up & when dropped it again in 15 fathoms of
water the middle & latter parts the same with fog impeded in cutting
whipping by his anchor

Tuesday the 2nd of ^{August} A.D. 1857

The first part of these 24 hours light
and Perkin with fog impeded in hauling down oil the
middle & latter parts the same impeded in hauling out oil & cleaning
hove at 8 A.M. the boat turned and went on shore for whale
the forenoon boat got fast to one & took him to the ship. Ship
being by his anchor in 15 fathoms of water 10 miles from the land

Wednesday the 3rd of ^{August} A.D. 1857

The first part of these 24
hours light and Perkin impeded in hauling out oil the middle
& latter parts the same impeded in cutting & whipping by his anchor
in 15 fathoms of water in a number of ships at anchor

Thursday the 4th of ^{August} A.D. 1857

The first part of these
24 hours light and calm with fine weather impeded in cleaning down
oil & hauling out oil the middle & latter parts the same and
boat ashore looking for whales in a number of ships at anchor

Friday the 5th of ^{August} A.D. 1857

The first part of
these 24 hours light winds from N.E. & clear sky. Hove by his
anchor in 15 fathoms of water impeded in hauling out oil & took
one cart of bread to the ship. Genl Act the middle & latter
parts the same impeded in hauling out oil & cleaning down oil
shoring whale whipping by his anchor

Remarks on Board Ship Chapman of New Bedford Running over
Sunday the 5th of August A.D. 1857

Whale shore
Whale shore

The first part of these hours light air & calm with fine weather employed in driving whale & hailing out the boat had got fast to one of took him to the ship the middle of the parts the same at 8 AM took the anchor & went to drag a whale that we had hooked near to the land.



Sunday the 6th of August A.D. 1857

Whale shore

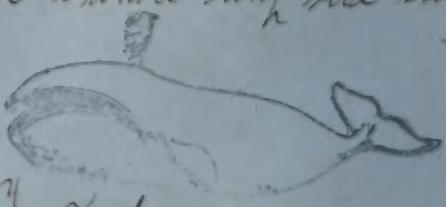
The first part of these hours light air & calm with fine weather employed in chasing whales & hailing out oil ship. Having by her anchor in 15 fathoms of water at 2 PM commenced cutting the middle of both parts the same at 8 AM the boat turned for whale the boat had got fast to me hauled him & paid him the ship being about 10 miles off in a number of ships & whalers



Sunday the 7th of August A.D. 1857

Whale shore

The first part of these hours light air & calm with fine weather employed in hailing out oil & steering down till got the ship under way for a whole day so that we were drifting past the ship of then turned for the boat that was hauled by a whale the middle of both parts the same at 8 AM took a whale along side employed in hailing & cutting



Sunday the 8th of August A.D. 1857

The first part of these hours light air & calm with fine weather employed in steering down oil ship having by her anchor in 15 fathoms of water saw a number of ships & whalers & hailing the middle of both parts they would fire back & clear at 2 PM took the anchor & hauled to the windward until dark in a number of ships & whalers

In the Chantor I shd^d left Atalani Boston A.D., 1854
Wednesday the 9th of August A.D., 1854

The first part of these
24 hours light air & calm with fine weather the boat where looking
for whales did bring by his anchor in 10 fathoms of water the
middle P latter part the same employed in hauling out all the
boat's gear looking for whales but the wharf embarcadero of New
Bedford have a large cart of bread

Thursday the 10th of August A.D., 1854

The first part of these
24 hours, light air & calm with fine weather the boat where looking
for whales did bring by his anchor in 10 fathoms of water the
middle P latter part the same employed in hauling out all the
boat's gear looking for whales but the wharf embarcadero of New
Bedford have a large cart of bread

Friday the 11th of August A.D., 1854

The first part of these
24 hours, strong wind from N.E., & which made it difficult to bring
in anchor in 10 fathoms of water with 10 fathoms of chain
but employed in hauling out all the middle P latter part
the middle part the same at 8 A.M. put the firs out at 21 P.M.
brought a huller along with the boat killed the day before over 1000
the next boat got off from shore that stopped over night it being
so rough they did not dare to come off the night before

Saturday the 12th of August A.D., 1854

The first part of these
24 hours fresh wind from N.E., & which was employed in clearing
boat where bringing by his anchor in 10 fathoms of water the middle P
latter part the same employed in hauling out all the middle P
anchor in 10 fathoms of water with a heavy swell running
from N.E. on but the boat came down from the 21st - Magnifica
the next day got boat in the fog from the ship &
no stars above until late night

Remarks on board Ship Champion of New Bedford

Sunday the 13th of August A.D. 1857

The first part of these 24 hours strong winds from N.E., & thick with rain at 8 P.M., took the anchor & unhoisted ship along shore at 2 P.M., dived it again in 8 fathoms of water 4 miles from shore for a number of miles & anchor the middle Plate forty the same at 2 P.M., hoisted the boat for whiles the sun, but got fast to one & took him along side at 2 P.M., took the anchor and unhoisted ship along shore to get a bee it blanched on the strong from N.E.

Monday the 14th of August A.D. 1857

The first part of these 24 hours strong winds from N.E., & thick rain falling in them and down at 8 cutting a small hole the middle Plate forty four hundred at 2 P.M., the boat hoisted for whiles the harpooner boat got fast to one & took him along side. Not being by his anchor in 10 fathoms of water 5 miles from shore

Sunday the 15th of August A.D. 1857

The first part of these 24 hours light air & calm with fine weather the last of whaling the middle Plate forty the same ship having by his anchor in 10 fathoms of water 5 miles from land at 2 P.M., took the anchor and dived it again near by a small island 2½ miles sold a boat to the old manana of New Bedford

Tuesday the 16th of August A.D. 1857

The first part of these 24 hours light air & calm with clear weather the last of whaling for whole the middle Plate forty the same

Thursday the 17th of August A.D. 1857

The first part of these 24 hours light air & calm with fine weather the last ashore looking for whole old manana anchor in 10 fathoms of water the middle Plate forty four miles from shore at 2 P.M., took the anchor & went to the reef under top sail

[77]

Running near the Shantou Islands kept Water under North

Saturday the 18th of August A.D. 1851

The first part of three hours strong winds from W.E., & cloudy ship under sail
set on different tacks heading off and on near by the western shore two ships in sight under sail and the middle of latter parts light w^s & calm with some fog steering ship along the coast to the P.^c, we are set there in the same h^t of Ch 55-20

Saturday the 19th of August A.D. 1851

The first part of three hours light air from the south & P. clear steering ship along the western coast to the P.^c, this part from the land clear & hazy employed in getting out oil the middle & latter parts light air & calm with fine weather we are now about 10° due easting and don't know which

Sunday the 20th of August A.D. 1851

The first part of three hours light air & calm. No wind all sail near the land but about 10 miles this part when looking for whales the middle & latter parts light air from W.E. with some fog No wind all sail bearing off and on near by the western shore this part when looking for whales

Monday the 21st of August A.D. 1851

The first part of three hours light wind from W.E. with some rain ship under all sail near by the western shore the last when looking for whales the middle & latter parts strong wind from W.S.E. thick cloud with rain & some fog ship in different tacks off the P.^c, double reef the top sail at the P.^c, close reef the top sail blowing strong from W.S.E. with rain

Remarks on board Ship Champion of New Bedford in the
Tuesday the 20th of August A.D. 1857

The first part of these
24 hours strong winds from N.E. & S thick with rain &
got the Harbor trucks aboard under clost reef top sail, the middle
Rudder & strong sides from N.E. & S thick with rain &
in different trucks under clost reef top sail with a tremendous swell
running from N.E. & S.

Tuesday the 21st of August A.D. 1857

The first part of these 24
hours strong sides from N.E. & S thick with rain &
the harbor truck under clost reef top sail at 9 P.M. up the fore sail
& at it blowing so heavy from the same the middle of the fore
strong sides from the same with rain at 12 M. turned the
jib out of the canvas ship on different trucks at 3 P.M.
under the jib, sail blowing so heavy from the same at 7 A.M.
in the wind and without reef top sail at 12 M.

Tuesday the 21st of August A.D. 1857

The first part of these
24 hours strong sides from N.E. & S thick with rain &
different trucks under double reef top sail & jibes unshipped in
turning up between decks at the middle of both parts the same
ship in different trucks under double reef top sail

Tuesday the 21st of August A.D. 1857

The first part of these
24 hours strong winds from N.E. & S thick along with some
rain ship in different trucks on fore deck under double reef
top sail at 12 M. the land bore N.E. & S first about 15 miles
the middle of both parts strong winds from the same & clear
ship in different trucks under all sail unshipped in stemming down
at 12 M. the land also bore N.E. & S about 15 miles facing N.E.

Western Shore in the Pechora Sea kept W. T. Morris, Master
Saturday the 26th of August A.D. 1854

The first part of these 24 hours light air P. eding with fine weather hove the best for
the Bow had no success shot in different tucks on three ships
one cutting land in sight did about 15 miles bearing ESE, & NWW
the middle & latter parts the same at 8 or 10 fm. hove the best for
the Bow had the Bow now got fast to one I took him to the ship
the next must land dirt about 25 miles bearing from SSW, to which

Sunday the 27th of August A.D. 1854

The first part of these 24 hours light wind from the eastward P. clear shot on P. side
out tucks the Shallow Islands dirt about 20 miles bearing NE, the
middle & latter parts light winds from the southward & fog impeded in
cutting NE. wind about sail in a few ships

Monday the 28th of August A.D. 1854

The first part of these 24 hours light winds from the southward & fog impeded in helping out
w. P. breaking out the fore hatch ship made to sail by the middle
& latter parts light winds from the eastward P. clear shot and
short sail

Tuesday the 29th of August A.D. 1854

The first part of these 24 hours light air from the eastward P. clear shot and sail
impeded in hawling out w. land in sight dirt about 25 miles
bearing ESE, & NWW 05 Ph. spoke the ship Indian Chief of
Very bad sea this season the middle & latter parts the same
with fine weather

Wednesday the 30th of August A.D. 1854

The first part of these 24 hours but wind from the eastward P. clear bearing ship WNW
shot and the weather most part of the day short & sea with dirt
about 08 Ph. hove the best for the bow had no success the middle &
& latter parts light air & calms P. clear shot and short sail

Remarks on board Ship Champion of New Bedford near by the
Tuesday the 2^d of August A.D. 1857

The first part of these 27 hours light wind & calm & clear so a number of ships were sailing
the land hazy from North around to west & soon to south the
most distant about 25 miles the middle & little part the same in sky
in starting down oil

Wednesday the 3^r of September A.D. 1857

The first part of these 27 hours
~~and~~ light winds from the south & calm with fine weather so the
ships sailing are cutting simply in starting down oil the big
Shanty Island hazy sun dirt about 25 miles the middle & little
part the same with some fog

Saturday the 6th of September A.D. 1857

The first part of these 27 hours
~~and~~ heavy light winds & calm with passing fog banks off the
shore the N.E. Edge ~~Island~~ of New Bedford & whole day
easier at 4 P.M. the big Shanty Island lie south dirt about
25 miles at 5 P.M. turned the party for Ram head the next boat
got fast to me & took his time and so lost the whole the middle
of little part fresh winds from N.E. & along the boats chasing
whales no success

Sunday the 7th of September A.D. 1857

The first part of
~~and~~ these 27 hours light winds from N.E. & clear sky and all sail
in different tracks the party chasing them had no success so a
number of ships there during the small Island the N.E.
point of the Big Shanty Island lie south dirt 25 miles
the middle & little part high up in P. calm & under all
oil simply in chasing whales no success

81

Shanty Islands waiting for Bow heads (left to Platornum waste)

Monday the 4th of September A.D. 1857

The first part of
these 24 hours light w^s & eⁿ with fine weather the boats cheering
whilst no success the Big Shanty Island less sun, dirt & thicks the
middle & little parts strong wind from SSW & clear sky on different tacks
through the night in a number of ships at 8 A.M. the boat turned for
whilst the whaling boat got fast to one & took him along side sun
one other ship - he taken on the long side

Monday the 5th of September A.D. 1857

The first part of these 24
hours strong wind from SW, & clear implying in cutting a whole
ship under short sail at 7 A.M. finished cutting ship about
25 miles from the western shore the middle & little parts
light w^s & eⁿ at 10 A.M. started the works in a number of ships
judging.

Monday the 6th of September A.D. 1857

The first part of
these 24 hours light winds from the south & cloudy implying in tacking
out at ship under top-sail & heading in towards the western
land dirt about 25 miles bearing from SW, around to west & seven
to eight in 5 ships during P the cutting the middle & little
part light w^s & eⁿ ship under short sail at 7 A.M. the boats
turned for Bow heads the whaling boat got fast to one & took
him along side in a number of ships during P in cutting

Monday the 7th of September A.D. 1857

The first part of
these 24 hours light w^s & eⁿ with fine weather implying in
cutting & tacking the west most shore line N.W. dirt 25
miles the middle & little parts strong winds from WSW & clear
ship under short sail implied in holding out at 7 A.M.
the boat turned for whaling the whaling boat got fast to one ship
him the while other much smaller boat while son in
number of ships the cutting

Reynolds on board Ship Champion of New Bedford returning
Sunday the 8th of September A.D. 1857



The first part of these
24 hours strong winds from N, N, W, & clear ship under short
sail impeded in getting out oil & stowing down oil & the ship
the best hand for home had the forehand hand got fast to one S.
tack him along side so a number of ships the Big Shanty
Island line south port don't go with the middle & little parts
the same ship under short sail impeded in getting a large while

Saturday the 9th of September A.D. 1857

The first part of these
24 hours strong winds from N, N, W, & cloudy ship under short
sail impeded in getting down oil the Big Shanty Island
line south port don't go with the middle & little parts light winds
& calms with a heavy swell running from N, E, so a number
of ships the big shanty island line sea, port & south impeded in
getting out oil & stowing down oil

Sunday the 10th of September A.D. 1857

The first part of these 24
hours light winds from the northward & clear ship under short sail impeded
in getting out oil so a number of ships the Big Shanty Island line
sea, port & south go with the middle & little parts the same impeded
in getting out oil the Big Shanty Island line south port
about which

Monday the 11th of September A.D. 1857

The first part
of these 24 hours light winds & calms with fine weather im-
peded in getting out oil so a number of ships & getting
a boat near the Dogue Delaware of New London 20 miles
this season the middle part the same the little part strong
winds from N, N, W, & thick with rain impeded in getting
out oil so the Dogue getting also land the big ship
island line south port & south

83

near to the Shetland Islands for Bow heads (log of the Northern Hunter)

Munday the 12th of September A.D. 1854

The first part of about 24 hours strong winds from the northward & stock with com. this under short sail and ship in rolling & taking oil in a number of stops one being also land being south P.W.W. the next day about 25 miles the middle Plotter part strong winds from W.W. & clear sky under short sail and ship in taking oil at sea. P. Staying down all

Tuesday the 13th of September A.D. 1854

The first part of about 24 hours strong winds from westward & clear sky going to and short sail and ship in taking oil & staying down oil at a P. S. the big Shetland Island here seen. Dist about 40 miles the middle Plotter part took winds from the same & clear sky under short sail and ship in different tacks under in taking down oil.

Wednesday the 14th of September A.D. 1854

The first part of about 24 hours light winds from south & clear then my ship off W. river all sail the big Shetland Island here was in Dist about 40 miles the middle Plotter part light winds from N.E. & clear & 10 by the best time for Bow heads the boat had got fast to one the bow part of & so lost the whole

Thursday the 15th of September A.D. 1854

The first part of about 24 hours light air & winds on two ships taken while along side ship. and short sail and ship in chasing whale no success the big Shetland Island here south Dist about 40 miles the middle Plotter part strong winds from N.W. & with passing clouds on the ship take whale along side the boat and ship in chasing whale no success

Remarks from ship-chaplain of Rev. Mr. Fox crossing
Saturday the 16th of September A.D. 1857

~~and~~ The first part
of these 27 hours light air & calms & clear the first showing how
few no seeps in a number of ships the Big Shanty Island
far south did about 25 miles the middle of latter part strong
winds from W. off P. with passing clouds ship under short sail
in plenty of sun beats ship in different tacks

Sunday the 17th of September A.D. 1857

~~and~~ The first part of
these 27 hours strong winds from W. off P. clear the second
short sail with her larboard tacks about the Big Shanty
Island far south did about 30 miles the middle of latter part fresh
gales from the same & with passing clouds ship going to wind
stern side

Monday the 18th of September A.D. 1857

~~and~~ The first part of
these 27 hours fresh gales from W. off P. cloudy ship under
short sail with her larboard tacks about the left, part of
the big Shanty Island here over did about 50 miles in one side
the middle of latter part the same ship under short sail on different
tacks or three. etc.

Tuesday the 19th of September A.D. 1857

~~and~~ The first part of
these 27 hours strong winds from W. off P. clear ship under
short sailing to the westward with all sail at 3 P.M. the ship
part of the Big Shanty Island far off W. off P. about 25
miles the middle of latter part fresh winds from west of N.E.
at 8 P.M. the boat hoisted for two hours no seeps ship under short
sail

near by the Shanty Islands Left Nootka Harbor 1857

Monday the 20th of September A.D. 1857

The first part of
these 27 hours fresh wind from the W^{ard} & clear sky and short sail
in plenty of Bon heads the W^{ard} point of the big Shanty Island
the south drift about 25 miles the middle & little parts light winds &
calms & clear, short wind short sail at 8 A.M. the boat lowered for
Bon heads the larboard boat got fast to me & took him along side
I cut him in on one sail at 10 A.M. the Big Shanty Island
the south drift about 25 miles



Thursday the 23rd of September A.D. 1857

The first part of
these 27 hours strong wind & squalls with wind from W^{ard}, sea
plenty of Bon heads also I saw the Big Shanty Island the south
drift about 25 miles the middle & little parts light winds & calms
with fine weather ship under short sail impeded in hauling out oil
at 9 A.M. the boat lowered for Bon heads the west drift got fast to
me & took him along side for one sail



Friday the 24th of September A.D. 1857

The first part of
these 27 hours light wind from SW, & clear sky much short sail
with a whale along side impeded in cutting the Big Shanty
Island the W^{ard} point south drift about 25 miles in plenty
of Bon heads all around the middle & little parts light light
winds & calms & clear impeded in hauling out oil for two sails

Saturday the 25th of September A.D. 1857

The first part of
these 27 hours light winds & calms with fine weather impeded
in hauling out oil in plenty of Bon heads short wind short sail the
middle ground of the W^{ard} point of the Big Shanty Island the
south drift 15 miles the middle & little parts on same

Remarks on board S.S. Champion of New Bedford coming
Sunday the 24th of September A.D. 1857

The first part of these 27
hours light air from the northward with fine weather supplying
but very little air the middle & latter part very light air & clouds not
fine weather supplying but very little air thick mist hanging around so
that we could see a great ways

Monday the 25th of September A.D. 1857

wind

up hours light air & clouds with fine weather in plenty of sun
heads supplying but very little air & stormy down all between decks
at 5 P.M. the wind did not last 40 min. the middle & latter
part the same with fog still under short sail

Tuesday the 26th of September A.D. 1857

27 hours light air & clouds with fog still under short sail the
middle & latter part the same still under short sail supplying
stormy down all between decks

Wednesday the 27th of September A.D. 1857

wind

about 27 hours light air & clouds with passing fog banks for two chgs
supplying in stormy down all the 10th part of the big short or
wind the 11th did not last 25 min. for plenty of sun heads the middle
& latter part the same with a thick fog still under short sail

Thursday the 28th of September A.D. 1857

the first part of
these 27 hours light air & clouds with a thick fog still under
short sail the middle & latter part the same the latter part
over from fog in plenty of sun heads found the last no success

[85]
near by the Shantar Islands for Bon heads kept (Note important)

Sunday the 29th of September A.D. 1857

The first part of these 24 hours light airs & calms with clouds hanging around ship and all sail the middle & latter parts strong winds from N.E. & N.N.E. clouds at 12 P.M. double reefed the topsails ship on different tracks the W. wind dirt about 20 miles spoke the steamer & was south

Sunday the 29th of September A.D. 1857

The first part of these 24 hours strong winds from N.E. & thick clouds over ship also N.E. point of the Big Shantar Island due South dirt about 30 miles in plenty of Bon heads the middle & latter parts strong winds from the same thick with passing banks in a few Bon heads

Sunday the 1st of October A.D. 1857

The first part of these 24 hours strong winds from N.E. thick clouds ship running short sail to 3 P.M. the W.W. due dirt about 15 miles ship heading N.W. off the middle & latter parts light breeze from the same & wind & daylight had all sail & put the ship on the starboard tack heading N.E. S.E.

Sunday the 1st of October A.D. 1857

The first part of these 24 hours light winds from N.E. & with passing clouds the N.W. point of the Big Shanta' due east dirt about 25 miles on your ship's course during me take a whole day side the middle & latter parts strong winds from N.E. & clouds ship running double reefed took back on different tracks running to the wind in plenty of Bon heads also we sail during

Remarks on board Ship Champion of New Bedford

Tuesday the 4th of September A.D. 1854

The first part
of these 24 hours strong winds from N.E., S. wind
under 1000 feet up each on different tracks the Island
off the N.E. point of the Big Shanty Is. south Dist 15
Miles the middle part pretty light air & calm with fine weather.
in plenty of Ben hea's skip under all sail.

Wednesday the 5th of October A.D. 1854

whole last

The first part of these
24 hours light wind from N.E., S. clear sky under all sail
at 9 P.M. the best time for Ben hea's the Starboard boat got fast
to me I took him along side at 10 P.M. the Starboard boat got
fast to one the whole till the line end so lost the whole
the middle & latter part light air & calm with fine weather skip
going by a whale implied in cutting in two ship breaking



Thursday the 5th of October A.D. 1854

The first part of these 24
hours light air & calm with fine weather for three ships two
skirting the N.E. point of the Big Shanty Island less south
Dist about 25 Miles the middle & latter part light winds from
South & clear implied in breaking out at all

Friday the 6th of October A.D. 1854

The first part of these 24
hours light air & calm with fine weather the N.E. point
of the Big Shanty Island less south Dist 25 Miles ship under
all sail for two ships implied in breaking out at the most
& latter part light winds from N.W. the ship in different
tracks at 5 P.M. spoke the ship Pengram Rush of Warren
was here this season

185

Acrossing near the Shonto Islands left afternoon (most)

Sunday the 7th of October A.D. 1857

The first part of these 24 hours
light air blowing stiff under all sail the S.E., point of the Shonto
Islands Island has south wind about 25 miles the middle & latter parts
light air & calms with fine weather ship under sail impeded in running
down oil between decks

Sunday the 8th of October A.D. 1857

The first part of these 24 hours
light air & calms with fine weather two ships in sight also the S.E.
point of the Big Shonto has south wind about 15 miles the middle
& latter parts light winds from the westward & clear with fine weather
steering ship East under all sail & very light the S.E., point of
the Big Shonto has S.E. wind about 35 miles sea on sail

Monday the 9th of October A.D. 1857

The first part of these 24
hours light winds from the westward & clear steering ship East
under all sail the middle & latter parts the same steering
ship E.S.E., under all sail at 2 P.M. before Elizabeth has
S.E. wind about 45 miles impeded in running being

Monday the 10th of October A.D. 1857

The first part of these
24 hours light winds from the westward & clear with fine
weather steering ship E.S.E., under all sail impeded in running
being at 4 P.M. before Elizabeth has S.E. wind about 35 miles
the middle & latter parts the same with passing clouds over
sea and steering the same under all sail

Monday the 11th of October A.D. 1857

The first part of these
24 hours fresh winds from the westward & squall with some rain
ship under all sail steering E.S.E., impeded in running from
an on set steering the same the middle & latter parts
winds from S.W. to S.E. & squall & rain, took in main
top gallant sail & the P.M. more moderate set it again steer-
ing ship E.S.E.

10th 52-38 Sun 179-16 6

Remarks on board Ship Cham from off the Bay of Bengal from the
Thursday the 12th of October A.D. 1852

The first part of these
24 hours strong winds from N.E. W. & N.W. & N.N.W. & N.E. & E. & S.E.
Wind & sea, under top gallant sail went the fore top gallant
part of ship & steer the old way through the middle & latter
part, strong winds from S.W. & N. & clear steering ship
S.E., under all sail at 9 A.M., took in top gallant sail

Friday the 13th of October A.D. 1852 Lat. 16° 50'-45' N
Longitude 152° 30' E

The first part of these
24 hours blowing heavily from S.W. & clear steering ship S.E.,
under top gallant sail the middle & latter parts strong winds from N.W. & N.
thick clouds at 9 A.M., brought the ship to the wind & shotted
ail at 12 M., steer a course S.E. E. & under all sail at 11 A.M.
in the hand bring S.E., did about 10 miles We discovered

Saturday the 14th of October A.D. 1852

The first part of
these 24 hours strong wind, from N.W. & thick clouds
steering ship along between the Islands! Onekotan & Kuramankot
at 5 P.M., ship right between the two Islands steering east under
ail except the cable shot we had bent & stood it away also shott
the anchor & hauled them in these places the middle & latter parts
fresh winds from the west & clear steering ship east under
all sail employed in dragging home Lat. 16° 28'-50' N
Longitude 157° 22' E

Sunday the 15th of October A.D. 1852

The first part of these 24 hours
light breeze from the west & clear steering ship east under
all sail employed in dragging home the middle & latter parts fresh
winds from west & clear steering ship east under all sail
in the end steering the same We discovered

[87]
Ochotsk Sea Bound to the Sandwich Islands (left to Petermora)

Monday the 16th of October A.D. 1857

The first part of these
24 hours fresh winds from N.E. & S.W. of cloudy steering ship. E $\frac{1}{2}$ W.
wind all sail on me sail steering the same the middle
P latter part strong winds from S.W. & cloudy steering ship.
Boat under sail got up for top-mast standing sail hoisted
P standing sail do set it on me sail steering the same

Tuesday the 17th of October A.D. 1857

At 8 AM 49° 0' 10"

The first part of these 24
hours strong gales from S.W. & cloudy steering ship. East
wind all sail under sail in drawing up from you see a Barge
having the same the middle P latter part fresh gales from N.W.
& much steering boat wind all sail to 80° N. set lower standing
sail

At 8 AM 48° 4' 10"

Wednesday the 18th of October A.D. 1857

At 8 AM 48° 2' 10"

The first part of these
24 hours strong gales from the westward P clear steering ship East
wind all sail to 80°, took in top-mast & lower standing sail
in sight in drawing & knotting going the middle P latter
part the same

At 8 AM 47° 53' 00"

Thursday the 19th of October A.D. 1857

At 8 AM 47° 17' 28"

The first part of these
24 hours strong gales from N.W. & W. steering ship E $\frac{1}{2}$ W.
wind all sail with top-mast & lower standing sail out
in sight in drawing & knotting going the middle P latter part
fresh gales from N.W. & much steering the same wind all
sail

At 8 AM 47° 17' 12" N

Friday the 20th of October A.D. 1857

At 8 AM 47° 12' 06" East

The first part of these 24 hours
strong winds from N.E. & S.W. of cloudy steering ship. E $\frac{1}{2}$ W. wind
all sail the middle & back part fresh winds from the westward
& cloudy steering ship. E $\frac{1}{2}$ W. wind all sail

Wallywood is

Remarks on board Ship Champion of New Bedford from the
Wing thereof October A.D. 1851

The first part of these 24 hours
fresh winds from the North & cloud steering ship. All sail under
sail except in running or hunting gams the middle & latter parts
strong gales from the South & S. E. at 2 P.M. went to the North
& took in top-gallant sail at 5 P.M. Middle east top with more
sail on the weather tack.

At 1/2 45-45 1/2 W
Sung 1/2 115° 0 30' N

Saturday the 20th of October A.D. 1851

The first parts of these
24 hours strong gales from the South & cloud w/ much cloud
west top-gallant heading to the South & the middle & latter parts
strong gales from the same with rain starting to moderate
stern only heading south

W. 1/2 S. 115° 0 30' N

Sunday the 21st of October A.D. 1851

The first part of these
24 hours fresh gales from N.E. & thick with rain ships heaving
with stern sails the middle & part fresh winds from S.E. &
thick fog over fore & main top-sails clear west at 10 A.M.
at 10 A.M. had 1/2 gale the latter parts to light winds from
south & thick fog steering ship east with all sail

W. 1/2 S. 115° 0 30' N

Monday the 22nd of October A.D. 1851

The first part of these 24 hours
fresh winds from south & thick fog steering ship. East with
all sail the middle & latter parts strong winds from south & thick
with rain steering ship east with all sail at 2 P.M. took in
top-gallant sail at 5 P.M. the wind came with from the west in
all of a sudden & became heavy

W. 1/2 S. 115° 0 30' N

Tuesday the 23rd of October A.D. 1851

The first part of these 24 hours strong
winds from the west & cloud steering ship east with all sail except
in running time after from the fore top-sail one third to 1/2 top
part of strong winds from west & east steering ship by
under all sail except in running or hunting gams

At 1/2 45-45 1/2 W. S. 115° 0 30' N

Chukch Sea bound to the Sandwich Islands [Left after noon haste] [89]

Monday the 25th of October A.D. 1857

The first part of these 24 hours fresh winds from SW by E with passing clouds steering ship S by E under all sail in sky in drawing & knotting yarns the middle & latter parts strong winds from south W by E, with sun steering ship S by E under all sail at 9 A.M., double reefed the top sail & 10 o'clock took in the sail of fish at 11 A.M., had the ship to wind from with main sail bearing E by N, blowing heavy winds also over 100

Thursday the 26th of October A.D. 1857

The first part of these 24 hours heavy gales from SW by E went shifting to S by E, steer'd a course S by E, under clear except main top-sail & had the ship to wind the upper blanket heavy from W by N, & thick with a heavy small raining from 3 P.M., S by E, which caused the ship to pitch & roll heavily at the same time pitched over the flying fish some got the sail of home in on deck and clear at 6 p.m. for the night at 6 P.M., took main top-sail of which started some what bad before we could get it shifted to the yard the middle front strong gales from the westward S by E until 2 P.M., steer'd a course S by E under double reefed the top-sail of the sail the latter part strong winds from the same & clear with passing clouds steering S by E under all sail in sky in fishing the top flying fish home also sent the falls down & cutting blocks

Friday the 27th of October A.D. 1857

Set 1/2 C 43-30 ad

Long 1/2 C 63-25 m

The first part of these 24 hours strong winds from the westward & clear with passing clouds in sky in drawing & knotting yarns the middle & latter parts fresh winds from westward S by E steering ship S by E under all sail in sky in knitting yarns & making yarns again also over 100

Remarks on board Ship Champion of New Bedford from the
Saturday the 25th of October A.D. 1852

The first part of three 27
hours light winds from the west of due N. steering ship S.E.
and all sail except in making home spun yarn so we sail the middle of the party strong wind from
S.W. & thick with rain it a D.P. headed to S.E. with P.
Dibble reef topsail & a D.M. tack in the sail P. pitch
at 10 A.M. set fish again

Set fish 30-26 lb
Dingy got more

Sunday the 26th of October A.D. 1852

The first part of three 27
hours strong winds from S.W. & thick with some rain steering
S.E. S.S. and Dibble reef topsail the middle of the party
strong breeze from west of N.W. steering S.E. and all sail steering
S.E.

Set fish 38-26 lb

Dingy took 155-18 m.

Monday the 27th of October A.D. 1852

The first part of three 27
hours fresh winds from N.W. & west steering S.E. S.S. and
all sail the middle of the party light winds from W.W. &
with passing cloud steering the same except in making home spun
yarn

Set fish 26-25 lb
Dingy took 157-08 m.

Tuesday the 28th of October A.D. 1852

The first part of three 27 hours
fresh winds from W.W. & S. steering S.E. S.S. and
all sail except in making home spun yarn the middle of
the party strong winds from S.E. & S. steering the same
& light the first part of the fore top-sail part of the
ship was reefed & P. then cut it up in haling down the
main stays

Set fish 33-25 lb
Dingy took 155-23 m.

91
Ochotck Sea bound to the Sandwich Islands left Waterman Harbor

Wednesday the 1st of November A.D. 1854

The first part
of these 24 hours strong winds from N.W. & a squall steering
ship all sail the middle & latter part the same steering
ship all sail on a Barge steering the same

Thursday the 2nd of November A.D. 1854 Sat 2d 30-40 w
Aug 154-24m

The first part of these
24 hours fresh winds from the west & clear steering ship all
and all sail in preparing making small rigging on a Barge
of the last steering the same and all sail the middle & latter
part light winds from S.W. & west steering the same and all
sail in preparing drying & mending bone

Sat 2d 20-40 w
Aug 153-25m

Friday the 3rd of November A.D. 1854

The first part of these 24 hours
of wind light winds from North or clear in preparing & mending
bone steering ship all sail the middle & latter part
the middle & latter part light winds from S.E. & south west
on different tacks making to the southward and all sail
in preparing mending & mending bone

Sat 2d 27-40 w
Aug 154-11m

Saturday the 4th of November A.D. 1854

The first part of these
24 hours light winds from south & with passing clouds ship on
different tacks making to the southward and all sail in preparing
mending & mending bone in all but clear in mending this day
in gear over 23 pounds the middle & latter part light winds
A sandy with fine weather & a 10 hr. spoke the Barge ~~island~~
of San Salvador 2450 this season

Sat 2d 26-54 w
Aug 154-11m

Sunday the 5th of November A.D. 1854

The first part of these 24 hours
light winds from S.E. & clear all sail heading on
the south on tack the middle & latter part light winds from S.E.
& clear with fine weather ship about heading south and all
sail

Sat 2d 25-35 w
Aug 154-29m

Remarks on board Ship Champion of New Bedford from the
Morning the 6th of November A.D. 1857

The first part of these 24 hours light wind, from the Eastward & clear with fine weather. The ship was by and all sail set in the wind to take wind steering the same. The middle & latter parts fresh wind, from the Eastward & much steering after the same wind all sail unfurled in drawing & knotting gams.

At 7 ab 25.27 N 112.1 E
Dung 150 154-34 m

Tuesday the 7th of November A.D. 1857

The first part of these 24 hours strong wind from the Eastward & squall steering ship. At 6, and all sail unfurled in meeting hole the middle & latter parts the same with 15 20-5-9 ab

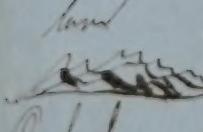
Dung 150 154-42 m

Wednesday the 8th of November A.D. 1857

The first part of these 24 hours strong wind from the Eastward & squall steering ship. At 6, and all sail unfurled in meeting hole the middle & latter parts light wind of & gusts with passing squalls of rain & sleet over the land. Dist about 12 miles bearing SWS at 9 ab. took a pilot land dist about 15 miles bearing the west south west weather with lessening winds.

Thursday the 9th of November A.D. 1857

The first part of these 24 hours light lessening air & gusts with a heavy swell running from SW. Wind first light, the next being south west of late hour with a gale, draw the middle & latter parts light wind, squall with rain with a gale about off. Mile harbor in company with two other ships trying to get into the bay.

Low

Only here

[93]
Pebotsh saw Bound to the Sandwich Islands [left Waterman most]

Saturday the 10th of November A.D. 1857

and
and

The first part of these 24 hours light air & calm, light air at times from the North & clear sky all sail off Hilo harbor with a Pilot boat tracing to get into the anchorage the middle the latter part light winds from the West & Squall with rain & a Drift took a light breeze from S.E. & steer ship for the harbor Pilot boat land hit about 4 miles

Saturday the 11th of November A.D. 1857

Ship at
Hale

The first part of these 24 hours light air from the North & clear sky bring ship in anchor in Hilo harbor off the P.M. dropped anchor in Hilo harbor in preparing of with myself in working ship - the middle & latter parts light winds from the North & squall with rain in sp. in softening coastline

Sunday the 12th of November A.D. 1857

The first part of these 24 hours fresh wind from North & Squall bring ship in anchor in Hilo Bay in company with a number of other ships one watch ashore on board the middle & latter parts fresh winds from the same & Squall

Monday the 13th of November A.D. 1857

The first part of these 24 hours fresh wind from the North & clear sky bring ship in anchor in Hilo Bay in getting out the last hole filled so full of mud & 276 Sacks of bread on board the Bazaar. During the middle & latter part the same with me watch ashore my watch got off from shore about 6 hrs of water

Tuesday the 14th of November A.D. 1857

The first part of these 24 hours fresh wind N.E. & clear with fine weather softening ship in Hilo Bay in getting water off from shore the latter part the same in getting water taken in the lower hole and watch ashore on board

Remarks on board Ship Champion of New Bedford to the
Monday the 15th of November A.D. 1857

The first part of
these 24 hours light winds from N.E. & clear ship being
by her anchor in Hilo Bay on watch above on deck making
steaming off the same hole returned in land ship Kentuck three
blbs of coal and 2 1/2 blbs of flour all in good order the middle part
partly light wind from N.E. & clear making on fronting
ship on watch above on deck

Tuesday the 16th of November A.D. 1857

The first part of these
24 hours light winds from N.E. & squalls with rain ship
being by her anchor in Hilo Bay little or nothing going
on board ship the middle of both parts partly light winds from N.E.
& clear making on fronting ship.

Wednesday the 17th of November A.D. 1857

The first part of these 24
hours light winds from N.E. & clear ship being by her anchor
in Hilo Bay making on getting freight stores from shore
on board ship also cutting up wood above to come on
board ship the middle of both parts the same

Thursday the 18th of November A.D. 1857

The first part
of these 24 hours light winds from N.E. & clear ship being
by her anchor in Hilo Bay making on getting off stores
from shore & steaming northward the later part the same

Friday the 19th of November A.D. 1857

The first part
of these 24 hours light winds from N.E. & clear ship being
by her anchor in Hilo Bay in fore part winds of N.E.
little or nothing going on board ship the middle of both
parts light winds along with fine weather at

Sandwich Islands Oct 1st afternoon master Ad, 1854 [95]

Monday the 20th of November A.D. 1854

The first part of the day
left Palo, light winds from the East & clear with fine weather at
2 P.M., Pilot boat came about 4 P.M., wind increased
and went to sea from the port of Palo the latter part light
winds from the East & clear with lifting winds at times
at 11 A.M. but from the land & much favoring south

Sunday the 21st of November A.D. 1854

Anker
Seet The first part of
the first part of steerag^e begins light winds from the East
or clear steering ship 11⁰⁰ off under all sail see one sail the
land don't don't about so much bearing us on the middle of both
parts the same of clear steering ship 10⁰⁰ off under all sail
at 7⁰⁰ hr, Maurice in sight don't don't so much bearing west

Wednesday the 22nd of November A.D. 1857

The first part of
Monroe
~~Coast~~ then 2 hours from the last & clear steering ship.
met Monroe in sight dist about 10 miles bearing Sazt along to south
~~Coast~~ and so on to pm Monrovia Dist about 15 miles ~~Ronai~~ in sight
Dist about 20 miles bearing west the middle of latter part the
light gys & calm with fine weather N.E. of Monroe harbor
anchored up to the anchorage the mts in sight Dist
about 8 miles

Sunday the 23rd of November A.D. 1857

arrived
in harbor
of them 24 hours light air & calms with fine weather at
5 P.M. came to anchor ~~in~~ if Mowee Harbor in 22 fathoms of
water which from shore in company with a bunch of mutton
steaks the bunch of little party light air & calms with fine
weather one watch ashore on liberty simply in smoking ship.

Sh. Champion of New Bedford at the Sandwich
Sunday the 24th of November A.D. 1857

The first part of
these 24 hours light air P calms with fine weather ship-
ping by his anchor in the harbor in 22 fathoms of
water one watch ashore on liberty the middle & latter part
the same one watch ashore on liberty sent 10 lbs of Pot
and 8 lbs of Plum ashore sold to merchant

Saturday the 25th of November A.D. 1857

The first
part of these 24 hours light air P calms with fine
weather ship-sing by his anchor in Bahama harbor in 22
fathoms of water one watch ashore on liberty received 89
lbs of Potatoes from the Bahama Dick the middle & latter part the
same watch in sending things about

Sunday the 26th of November A.D. 1857

The first
part of these 24 hours light air P calms with fine weather
ship-sing by his anchor in Bahama harbor in 22 fathoms of
water one watch ashore on liberty the middle & latter part
the same & clear one watch ashore on liberty

Monday the 27th of November A.D. 1857

The first part
of other 24 hours light air P calms with fine weather
ship-sing by his anchor in Bahama Harbor in 22 fathoms of
water one watch ashore on liberty the middle & latter part
light air P calms with fine weather little or nothing going
on down ship

Tuesday the 28th of November A.D. 1857

The first part of these
last manning light air P calms with fine weather at 4 AM took
the anchor and stood ship down between the passage of Boni
islets bound to anchor at 7 AM took the tops strong P
of ship the morn after and got it down on deck and

[97]

Woods Is. & Waterman Islands A.P. 1857

continued from Tuesday the 28th

but a mere one to the land wh. with double reef top-sails
the middle & lower parts strong winds from N.E. & wind shift
under short sail lying off and on ~~Waterman Harbor~~ at 2 P.M.
no vessels sight about 10 miles bearing N.W. by E. or S.E. nor to
but where from the ship the light with his late ship
lying off and on the harbor in company with a number
of others

Wednesday 29th A.P. 1857

The first part of these 24 hours
strong winds from N.E. wh. with double reef top-sails lying
off and on ~~Waterman Harbor~~ the light at 5 P.M. the light
came off from shore we then steer a course N.E. with all
and the middle & lower parts strong winds from N.E. & clear
ship under easy sail steering to the S.E. at noon
Pyrus in sight did about 20 miles bearing last

Thursday the 30th of November 1857

The first part of
these 24 hours fresh winds from the eastward & clear ship under
all sail bearing to the eastward too much on night improved
in finding land the middle & lower parts light wind & calm
with variable winds on land on night improved in
measuring old road

Lat 0° 19'-20' S

Long 157°-20' W

Friyay the 1st of December 1857

The first part of these
24 hours light airs from N.E. & clear with a heavy swell
arising from the eastward wh. all sail improved in
finding land: only the middle & lower parts variable winds
& clear ship with all sails Lat 0° 19'-20' S
Long 157°-20' W
very hot now

Remarks on board Ship Champion of New York from
Saturday the 2nd of December A.D. 1857

The first part
of these 24 hours light winds from W by S clear steering
shp. ssb, with all sail unfurled in running old salt
the middle & latter parts strong winds from ESE, & with
fusible clouds N. wind short sail heading to the eastward
increasing old salt
Lat. 40° 18' - 20' N

Sunday the 3rd of December A.D. 1857 Long 130° 37' W

The first part of
these 24 hours strong winds from the Eastward & clear sky
with visible reefs top-sail heading to the Southward the middle
& latter parts the same sh. wind visible reefs off sail steering
the same
Lat. 40° 18' - 20' N

Monday the 4th of December A.D. 1857

The first part of these
24 hours strong winds from the Eastward & clear steering shp. ssb,
with all sail up in full a storm steering the same
the middle & latter parts the same steering shp. ssb
with top-sail
Lat. 40° 18' - 20' N

Sunday the 5th of December A.D. 1857 Long 130° 37' W

The first part of
these 24 hours strong winds from the Eastward & clear steering
shp. ssb with top-sail unfurled in running old salt
the middle & latter parts the same
Lat. 40° 18' N

Monday the 6th of December A.D. 1857

The first part of
these 24 hours strong winds from the Eastward & clear
steering shp. ssb, with top-sail & port-top-gallant sail set
increasing up to the middle & latter parts the
same unfurled in running old salt
Lat. 40° 18' - 20' N
Long 130° 37' W

[99]

The Sandwich Islands bound North (Capt. W. M. Morris)

Saturday the 7th of December A.D. 1854

The first part of
these 24 hours strong winds from the East & clear steering
up & down, made all sail the boat & the middle & little
part of the same inter passing squalls little or nothing going on
about ship.

Lat 15° 7' 05" N

Long 179° 37' 00" W

Sunday the 8th of December A.D. 1854

The first part of these
24 hours fresh winds from the East & squall with rain
during the day. South wind all sail the middle & little
part the same of squall inter pass in running did not
about ship.

Lat 15° 5' 40" N

Saturday the 9th of December A.D. 1854 Long 179° 03" W

The first part of these
24 hours fresh winds from ESE, & clear steering ship
up, made all sail inter pass in running did not the middle
& little part the same of clear.

Lat 15° 2' 00" N

Sunday the 10th of December A.D. 1854 Long 179° 03" W

The first part
of these 24 hours light winds from ESE, & clear steering
ship up wind all sail inter pass in running hole the
middle & little part, push winds from the same at 7 P.M.,
tacked to the W, at 12 tacked to the south again and
so will now come the remainder of the day

Monday the 11th of December A.D. 1854 Lat 15° 00" N

The first part of these 24 hours
push winds from ESE, & clear steering ship in the wind
heaving with wind all sail the middle & little part
the same with some rain inter pass in setting up the fore
rigging.

Lat 15° 00" N

Long 179° 58' 00" W

Remarks on how ship comportment of ship differ from the
Sunday the 11th of December A.D. 1857

The first part of
these 24 hours fresh winds from S.E. by E. clear sky. don't
haul hoisting both main all sail the middle & latter
part the same at 5 P.M. by the stern larvis.
Don't about 3 miles bearing south run ship along to the
westward of it and so steered to the southward in safety in setting
of the main rigging. W.H. 1-00 South
long 1^o 15' 00' 07 m

Monday the 12th of December A.D. 1857

The first part of
these 24 hours fresh winds from S.E. by E. clear steering
ship along on the wind, bearing south under all sail
the middle & latter part the same in safety in running the
but far larger. W.H. 3-20 S
long 1^o 15' 00' 07 m

Tuesday the 13th of December A.D. 1857

The first part of
these 24 hours fresh winds from the eastward & clear latter
or nothing going on about ship. the middle & latter
part the same in safety in running each half by S. 5-25 S
long 1^o 15' 00' 07 m

Wednesday the 14th of December A.D. 1857

The first part of
these 24 hours fresh winds from S.E. by E. clear sky.
don't haul hoisting all sail the middle &
latter part the same & clear in safety in running each
half by S. 8-00 S

Thursday the 15th of December A.D. 1857

The first part of these
24 hours fresh winds from S.E. by E. clear sky. on the
south upon tack under all sail the middle & latter
part the same in safety in running each through the
night ship on different tacks. W.H. 9-20 S
long 1^o 15' 00' 07 m

[10]

Somnwick stands bound South Capt. Waterman Master 1857-71

Sunday the 17th of December 1857, 1857

The first part of these
24 hours fresh winds from S E & clear steering ship in the
muds heading S E, and all sail the middle & latter part
the same

Set hom 11-35 S

Monday the 18th of December 1857, 1857

The first part of
these 24 hours fresh winds from S E & clear with passing
clouds steering ship S E, and all sail the middle &
latter part the same with passing rain squalls in
drawing & knotting yarns

Set hom 13-54 S

Tuesday the 19th of December 1857, 1857

The first part of
these 24 hours light breeze from S E & clear with
all and having with in passing in drawing & knotting
yarns the middle & latter part the same in passing
ship

Set hom 12-40 S

Wednesday the 20th of December 1857, 1857

The first part
of these 24 hours light airy & calm with passing clouds
ship and all sail in passing in setting hole the middle
& latter part the same with rain

Set hom even

Thursday the 21st of December 1857, 1857

The first part
of these 24 hours fresh winds from S W & with
passing rain squalls steering ship south wind all sail
the middle & latter part strong winds from S W &
squalls with rain steering ship the same with top sail
in ship in passing Nizam top sail you & sail

Set hom 12-40 S

Arrived at Lhasa 15-02-23 m

Remarks on board Ship Champion of New Bedford
Sunday the 22nd of December A.D. 1857

The first part
of these 27 hours light winds, from N.E., & enough
steering ship south wind all sail the middle & little
parts light air & calms & clear simply in setting the
rigging
Lat 30° 19'-11"

Sat morn the 23rd of December A.D. 1857 long b. 158° 5' 11"
long l. 0° 54' 5" S

The first part
of these 27 hours light air & calms with fine
weather all sail heading to the south &
simply in setting up topmasts - most rigging
the middle & little parts the same
Lat 30° 19'-11"

Sunday the 24th of December A.D. 1857 long b. 158° 5' 11"
long l. 0° 54' 5" S

The first part
of these 27 hours light winds from S.E., & clear ship
gauge all sail clear heading on the mid & little parts the same
Lat 30° 20' 10" S

Morn the 25th of December A.D. 1857 long b. 158° 5' 11"
long l. 0° 54' 5" S

The first part of these
27 hours light winds from S.E., & clear at 18th m, on the
Gulf Stream with about 25 miles bearing south the middle
& little parts light winds from S.E., & clear steering
ship N.W. m
Lat 30° 19'-11" S

Sunday the 26th of December A.D. 1857 long 0° 54' 5" S

The first part of these
27 hours light winds from S.E., & clear steering ship
from 19th m until sail the middle & little parts light winds
from West & clear with fine weather steering ship the
same simply in topmasts
Lat 30° 23' 30" S

long b. 162° 17"

from the Sandwich Islands left Waterman Harbor [103]

Wednesday the 27th of December A.D. 1857

The first part of
these 24 hours light winds from W. S. A clear steering
ship S. m. all sail the middle & latter part light winds
from W. N. W. & synch with wind P west lat of Obs 24-03 S

Thursday the 28th of December A.D. 1857

The first part of
these 24 hours light winds from the westward & clear in ship
in steps but the middle & latter parts light squalls from
the southward P westward with rain etc. in different tacks
and all sail
lat of Obs 24-03 S

Friday the 29th of December A.D. 1857

The first part of
these 24 hours fresh winds from south P with rain sh. chst
hail heading westward all sail the middle & latter parts
strong winds from W. S. & synch ship with double reef
till early the next morn lat of Obs 26-7.0

Saturday the 30th of December A.D. 1857

The first part
of these 24 hours strong winds from W. S. & cloudy steering
ship S. m. with double reef till early the middle & latter part
the same
lat of Obs 27-20 S

Sunday the 31st of December A.D. 1857

The first part of
these 24 hours strong winds from W. S. & cloudy steering ship
S. m. with double reef till early the middle & latter part
the same lat and all sail
lat of Obs 29-10 S

Arrived Ohio 170-37 in

Remarks on board Ship Champion of New Bedford
Monday the 1st of January A.D. 1855

The first part of these
24 hours strong breeze from N.E., clear steering ship, wind
and all sail the middle P, latter part push. wind from N.E.
clear steering ship-sail with all sail except in hounding
the rigging
W.H. 30-16°
long 40° none seen

Tuesday the 2nd of January A.D. 1855

The first part of these
24 hours fresh winds from N.E., clear steering ship, wind
and all sail the middle P latter part strong winds
from N.E., with same sail W.H. 30° 16°

Wednesday the 3rd of January A.D. 1855

The first part of
these 24 hours heavy winds thick with rain from N.W.E.,
steering ship goes down at 1 P.M., had to sail double reef
for a higher top sail & took in the top-gallant sail at 4 P.M.,
more moderate wind from N.W.E. with passing clouds
the middle P latter part push winds from west sun, & south
westerly winds at 2 P.M., tacked to the west winds & in
wind double reef top sail at 10 P.M., more moderate wind all
sail except in hounding all sail W.H. 32-40°
long 28° 17-17 m

Thursday the 4th of January A.D. 1855

The first part of these
24 hours fresh winds from N.E., clear steering ship, sun,
and full sail the middle P latter part strong winds from
N.E., some what cloudy sky and double reef top sail
hounding north wind in morning old sail
W.H. 30° 16°

from the Sandwich Islands & thence homeward to the main [105]

Sunday the 5th of January A.D. 1855

The first part of these 27 hours strong winds from S.E. & P. with passing clouds N.W.
but harbor heading south under Dibble reef top sail
the middle P. little from the same

Set 100 36-05 S
Aug 1855-48 W

Sunday the 6th of January A.D. 1855

The first part of these 27 hours strong winds from the east & S. clear the sky
South under Dibble reef top sail little or nothing going
on about the middle P. little from port fresh breeze from E by N
P. with passing clouds clearing ship set 100, S. under easy sail
little or nothing going on about ship three men off duty with

Sunday the 7th of January A.D. 1855

The first part of these 27 hours fresh winds from the east & S. clear the sky
E by S. and easy sail the middle P. little from the same P
clear

Set 100 35-24 S
Aug 1855-49 W

Monday the 8th of January A.D. 1855

The first part of these 27 hours fresh winds from the east & S. clear the sky along
in the wind with harbor tacks head under all sail the
middle P. little from the same at 10 A.M. an open whale
at 12 A.M. down

No 100 waves

Tuesday the 9th of January A.D. 1855

The first part of these 27 hours fresh winds from the east & S. clear at 1 P.M. the west
sail got fast to a large shark while P. took him to the
ship the middle P. little from the same ship bringing a
shark whole D 5 hooked on

Set 100 easy



Remarks on board Ship Champion of New Bedford
Wednesday the 10th of January A.D. 1855

The first part of these
are heavy strong winds from S.E. & with passing cloud -
imply in cutting at 5 P.M. finished cutting the middle
part of the same ship under easy soil on different
banks at 6 P.M. started the works No. 1 below

Thursday the 11th of January A.D. 1855

The first part of
these 24 hours fresh winds from the East & cloudy sky and
short soil imply in hauling out from all the
middle & little part the same ship under double reef
at 6 P.M.

10th Feb 1855

Friday the 12th of January A.D. 1855

The first part of
these 24 hours strong winds from the East & cloudy sky
under double reef top soil imply in hauling out all
the middle & little part the same

No. 1 below

Saturday the 13th of January A.D. 1855

The first part
of these 24 hours fresh winds from the East & cloudy 10th 4
P.M. finishing hauling ship under double reef top soil on diff
part banks the middle & little part 5 light winds from S.E.
cloudy short soil heading on the eastern bank
imply in starting down at in the afternoon

10th Feb 1855 A

Sunday the 14th of January A.D. 1855

The first part of these
24 hours light winds from S.E. & cloudy short soil
and heading N.E. the middle & little part light winds from
S.E. & clear turning N.E. to the south & under easy soil

10th Feb 1855 A

long 78° 17' S. 12 m

[107]

here by Paul Graham I left to Waterman Island A.D., 1855

Monday the 15th of January A.D., 1855

The first part of these 24 hours light winds from the Eastward & clear steering ship to the southward & wind all sail the middle & latter part from 5 light winds from the N.E. & North W. steering ship, and all sail at 10 P.M. in Chatham Island having S.E. dir about 25 miles both 1030-24

Tuesday the 16th of January A.D., 1855

The first part of these 24 hours light winds from South & clear steering ship with wind all sail unfolded in steering ship. the often hove the middle & latter part light winds from S.W. & west ship wind all sail running to the southward with a northerly gale in about ship. 1030-24

Wednesday the 17th of January A.D., 1855

The first part of these 24 hours light winds from south & clear at 21 P.M. turned to the westward with all sail the middle & latter part fresh wind from the South & clear steering ship. S.W. wind all sail

Thursday the 18th of January A.D., 1855

The first part of these 24 hours fresh wind from the Eastward & clear steering ship, wind all sail the middle & latter part fresh wind from the Northward & clear steering ship the same wind all sail stopped in drawing & knotting gams

Friday the 19th of January A.D., 1855

The first part of these 24 hours fresh wind from the Northward & clear steering ship. S.W. wind all sail the middle & latter part strong winds from the N.W. & N.N.W. steering the same. At 10 A.M. the winds would turn to south with some gale more frequent now hand to top-gall & double reef the top sail & reefed the main sail at 7 P.M. to the windward with short sail

1030-30

Remarks on board Ship Champion of New Bedford

Saturday the 20th of January A.D. 1855

Lat. 77° 24' hours fresh Bals from South & clear N.E. Spring to wind starb
with heading in of the middle & latter part fresh winds from the same
& always increasing strong from noon at 9 A.M. turned the
wts out of the top sets W.R. A.L. from weather ship under
N.W. wind heading N.E. so we sail lot of 37-240
long 120-030m

Sunday the 21st of January A.D. 1855

The first part of these 24
light wts of calms with fine weather ship winds all sail
in the middle & latter part fresh winds from N.E.; O day
steering N.E. in pm P.M. winds all sail in a sail
bearing N.E. and all sail lot of 37-540

Monday the 22nd of January A.D. 1855

The first part of these
24 hours strong winds from the south & clear steering
ship winds all sail the middle & latter part fresh Bals from
N.E. W.W. & S.S.W. at daylight double reef the top sets
at 9 A.M. bearing heavy from west. turned the top sail &
here the ship to under storm sail lot of 37-440

Tuesday the 23rd of January A.D. 1855

The first part of these
24 hours strong Bals from N.E. & clear N.E. Spring to
wind starb with heading in the middle & latter part heavy
Bals from the west & quickly ship spring to wind starb
and heading N.E. lot of 37-440

Wednesday the 24th of January A.D. 1855

The first part of these
24 hours strong Bals from the west & squall ship spring
to wind starb with the middle & latter part strong Bals from
the N.W. quickly ship spring to wind starb heading in the pm
lot of 37-440

109

From New Zealand Left Portman Harbor A.D. 1855

Monday the 25th of January A.D. 1855

The first part of
the day heavy strong gales from SSW, & cloudy stiff breeze to wind
storm part heading NNE, and the middle & latter part strong
winds from WSW, & cloudy with passing fog signals lot Feb 47-50
long 180° 55' 16"

Tuesday the 26th of January A.D. 1855

Strong winds from WSW, & cloudy stiff winds & high
hurting WSW, the middle & latter part blowing strong from SSW
Packing up 100 lbs took in forecastle and plane the ship to wind
she sail with her after hoist, tacks. The day was

Wednesday the 27th of January A.D. 1855

The first part of the
day heavy heavy gales from SW, & west at 1 P.M. took in
the top sail & piled the fore sail stiff breeze to wind from
SW, & part of the middle part went SW at 4 P.M., turned up the
fore sail but the middle part heavy gales from the west at 8 P.M.
W.S.W. beginning to give storm sail heading to the South. The later
part strong gales from the same P, cloudy at 8 P.M. blew a cause
of alarm, and don't expect to sail. lot Feb 47-25 A
long 180° 55' 16"

Thursday the 28th of January A.D. 1855

The first part of the
day heavy strong gales from SW, & cloudy heading stiff W.S.W.
and high winds & high the middle & latter part light winds
from WSW, & east at 10 A.M. turned to the SSW wind W.S.W.
not much all sail. All hands up

Friday the 29th of January A.D. 1855

The first part of
the day light winds from WSW, & cloudy stiff wind all sail
heading SSW, the middle & latter part the same P, clear north
wind. lot Feb 47-10 A.M.
long 180° 55' 16"

Remarks on board Ship Champion of New Bedford Remained

Sunday the 20th of January A.D. 1855

The hair from
of two hours light winds from N.E., & down with
wind blowing N.W. with all soil in the middle of
the path bubbles rising from different points with same sea-
son. with all soil walking to E.E. No. 1000 36-091

Thursday the 25th of January 1855

The first part of their
by having such news from the sky & along with some other mis-
sive addressed to me all sent the middle of letter from the
same insinuating into but two men off into sick
bed.

Sunday the 2^d February A.D. 1855

The first chart of the
way leaves fresh winds from N.E., S.W. & W. Wind. All sail
pointing to the E.S.E., the middle & little party fresh winds
from North & clear steering ship. E.O.L. both 08.37-40
long. of Greenwich 179-05-0

Saturday the 3^d of February A.D. 1855

The first part of the
27 hours light wind from North & clear the ship went
under easy sail the middle & latter part strong gales from South
& drove the ship East & west all night & in the PM, hove
to-boat sat at 5 PM, took reefs to the top-boats at 6 PM,
and for 1 hour top-boats blowing heavy from SW.

100% 44-510
Ring of Blue 79-22 m

[111]

newspaper from Frederikshavn & Waterman Master A.D., 1855

Sunday the 4th of February A.D., 1855

The first part of these 24 hours fresh Bales from W.H.C., & clear ship by rain and storm say, heading by the middle of little parts fresh breeze from S.E., & clear steering ship E.W.E., under full sail & the top gall sail

Monday the 5th of February A.D., 1855

lot job 24-511

long got none even

hours fresh winds from S.W., & clearly steering ship E.W.E. under all sail at 1 P.M., in the land bearing W.E., Dist about 80 miles, the middle & little parts light Variables & clear ship under short sail.

lot job 24-151

Tuesday the 6th of February A.D., 1855

long got none even

hours fresh winds from W.H.C., & clearly steering ship W.S.W. under all sail at 2 P.M., bearing S.E. & light bearing W.E., Dist about 80 miles, the middle & little parts strong Bales from W.H.C., & clearly at 7 P.M., took in main top gall sail at 12 P.M., double reefed top sail at 4 P.M., hoisted fore top sail & home to wind storm fully heading in W.W. & W.W.

No observations

Wednesday the 7th of February A.D., 1855

The first part of these 24 hours, fresh Bales from W.H.C., & clearly with some rain W.W. heading N.W. in under storm with the middle of little parts the same & wind at 2 P.M., went to the short W.W. winds from W.W., ship under storm with lot job 24-91

long & blue 178.27 m

Thursday the 8th of February A.D., 1855

The first part of these 24 hours strong winds from the westward & clear ship under double reefed top sail heading to the westward the middle of little light winds from W.W. & clear ship bearing N.N.E., under all sail simply in steering mate into the last land in sight Dist about 85 miles bearing North lot job 24-818

long gone over

Remarks on Board Ship Champion of New Bedford

Sunday the 1st of February A.D. 1855

The first part of
these 24 hours light air & calm with a heavy small
swell from the westward with passing clouds of 04
P.M. the three sister ship gear. did not strike the
wind until late 6 P.M. did not strike the east.
is of the land is from SSW. aiming to south the
middle part light winds from south & clear during ship.
W.W. winds till mid the latter part strong winds from
SW. & cloudy at 6 P.M. left the W. to the wind having
west at 9 P.M. due to the SW. muchobble.
up to mid the ship (in sail) being in a full

Saturday the 31st of February A.D. 1855 lat 40° 42' - 54' S

The first part of these
24 hours strong winds from off W. with passing rain
squalls at times the sun is out and shining as bright as
on ship - close haul by heading S.E. 45° winds double reefs
set. with the middle part the same W & P.M. took in fore top
sail at 9 P.M. due to the westward much easy sail the latter
part strong winds from the same & clouded up. muchobble
up to mid high sail & full heading to the S.E. as

Sunday the 1st of February A.D. 1855

The first part of these 24
hours strong winds from off W. & SW. close haul by
heading S.E. muchobble up to mid the middle & latter
part light air for the same ship - much all sail, but

Monday the 2nd of February A.D. 1855

The first part of these 24 hours
light air & calm with passing rain, squalls the mid. off S.E.,
and all sail again off. but rich the middle & latter part
light winds from the SW. & close the ship. with the middle
part W. did not haul back in W.W. much easy sail

lat 40° 42' - 54' S
long get more

[113]
Log of Hatchums Island by Waterman Master D. S., 1855

Monday the 13rd of February A.D., 1855

The first part of
these 24 hours light winds from the sun & clear all sail
all sail steering North with fine weather the middle of the
first light winds from south & clear with fine smooth steering
ship the same wind all sail two men off duty each

Tuesday the 14th of February A.D., 1855 lat 40° 30' N
long 177° 22' W

The first part of these
24 hours light winds from south & clear with fine weather steering
the ship with all sail the middle of the first light air
calm with fine weather simply in running from the ball
and one man off duty each

lat 40° 00' N

Wednesday the 15th of February A.D., 1855

The first part of these
24 hours light air & calm with fine weather the middle of the
first light haze from the south & clear ship and all sail
in different tocks making to the southward in sight in
hitting land Gaschatz

lat 39° 35' N

Thursday the 16th of February A.D., 1855

The first part of these
24 hours first winds from north & clear ship, last hand
heading in the middle of the first strong winds from west & clear
ship last hand bearing 100° E, 34° N, gibble up to
the top sail at 9 A.M. having hoisted the jib

lat 39° 15' N

Friday the 17th of February A.D., 1855

The first part of these
24 hours strong gales from sun & south steering ship well
& 2 P.M. spring the anchor and in the shins sent
it down in such to repair the took in fore top sail
the middle of the first such winds from south & clear after
the 2 P.M. found all sail at 10 A.M. got the anchor
up close at the sail in the

lat 38° 45' N

long 177° 07' W

Researched on land Ship Champion of San Pedro

Sunday the 18th of February A.D. 1855

The first part of
these 24 hours high winds from south E clear steering ship
S.E. W.W. and all sail the middle & latter parts light winds
from the same & clear steering the same lost 4ds 35-350

Monday the 19th of February A.D. 1855

The first part of these 24
hours light air & calm with fine weather. The wind N.E. N.
and all sail one man of duty sick the middle & latter parts
fine weather wind from the northward & east, steering ship
W.W. and all sail simply in Drifting home

Tuesday the 20th of February

The first part of these 24 hours
light winds from south E clear with fine weather steering
ship W.W. and all sail simply in Drifting home the
middle & latter parts light winds from S.E. S.E. A clear with
fine weather wind in Drifting home lost 4ds 32-380

Wednesday the 21st of February A.D. 1855

The first part of
these 24 hours high winds from W.E. S.E. steering ship to the
depths and all sail at 10th in a geyser which burst
the first & chart with no success the vessel going up
to the wind at 8pm down went and sail the middle depth
part the same ship which went through the night at 12th
light winds all sail by geyser which at 8th however the
boat for them the parson boat got fast to one hill and
was brought him to ship. lost 4ds 32-2100

Thursday the 22nd of February A.D. 1855

The first part of
these 24 hours high winds from S.E. S clear simply in cutting
a geyser which at 5th in a geyser which burst took
chart the boat went fast to one hill in a few
minutes and then dashed again at dark got the boat off

[115]

Arriving near New Zealand left Pilotman Master 1001855

Thursday the 21st of February continuing from last page as you will see
we left and set the watch for the night while along side the
middle & latter part the same night we sighted a sperm whale im-
my cutting

ltd £ 32 30 s

long got none over a m

Friday the 22nd of February AD, 1855

The first part of these 24
hours strong winds from N.E., S. cloud with a head wind
running from the same until in cutting at 5 P.M. finished
cutting the middle & latter part strong winds from the same S. cloud
S. wind short sail at 12 P.M. started the works in port in
hulling out sperm oil st. and in different tacks total £ 33-25-

long £ 179-88 s

Saturday the 23rd of February AD, 1855

The first part of these
24 hours fresh winds from the eastward S. cloud st. clrt hauled
bearing in different tacks under short sail until in hulling
out oil the middle & latter part strong winds from N.E., S.E.
S. cloud with some rain

ltd £ 33-75 s

Sunday the 24th of February AD, 1855

The first part of these
24 hours strong winds from N.E., S.E., S. cloud st. clrt
hauled bearing to the westward under short sail until
in hulling out oil the middle & latter part the same wind
in hulling out oil

ltd £ 32-33 s

Monday the 25th of February AD, 1855

The first part of
these 24 hours strong winds from N.E., S. cloud with some
rain at 1 P.M. finished the middle & latter part light air S. wind
with some st. under canvas sail

all the crew off

Bearings on board Ship Champion of New Bedford
Tuesday the 27th of February A.D. 1855

The first part of
these 27 hours light air & clouds with fine weather ship
under top-sail the middle & latter parts strong winds from ENE
& cloudy with some rain ship. close hauled heading WSW under double reefed
top-sails the middle & latter parts varying to the left
according to the gents

Lat. 32° 15' S

long. 179° 56' E

Tuesday the 27th of February A.D. 1855

The first part of
these 27 hours high winds from ENE, & cloudy with some
rain ship. close hauled heading WSW under double reefed
top-sails the middle & latter parts the same ship. on
different tacks

Lat. 31° 52' S

long. 179° 56' E

Tuesday the 27th of March A.D. 1855

The first part of these
27 hours strong winds from ENE, & cloudy with
passing high clouds ship. close hauled heading WSW under
double reefed top-sails the middle & latter parts the same
below ship. on different tacks

Lat. 31° 39' S

Tuesday the 27th of March A.D. 1855

The first part of these 27
hours strong winds from ENE, & cloudy ship. close
hauled heading WSW under double reefed top-sails ship.
up to the northward much cloud reefed top-sails & fore sail
the middle & latter parts the same

Lat. 31° 35' S

long. 179° 17' E

Tuesday the 27th of March A.D. 1855

The first part of these
27 hours strong winds from the east & a cloud ship. in
different tacks under double reefed top-sails the middle
latter parts the same ship. close hauled under double reefed
top-sails & close reefed fore & main top-sails at 4 P.M.; then from
high form WSW but about 15 minutes at 9 P.M. took in
the fore & main top-sails

Lat. 31° 30' S

Powering near New Zealand Capt. Chapman Master A.D., 1853 [117]

Sunday the 4th of March A.D., 1853

The first part of these
24 hours strong winds from S E, & about N.E. by N. bringing the wind
over port, heading to the S.E., the middle & latter part,
fresh gales from the same with rain. Steaming ship SSW
with double reef top-sail the latter part we have top-gall
sail
We do over 1

Monday the 5th of March A.D., 1853

The first part of
these 24 hours fresh gales from S E, & thick with some
rain following ship's course under all sail the middle &
latter part fresh gales from the Central & thick with rain
at 12 P.M. brought the ship to the wind with her starboard
tacks down at 7 P.M. did reef the top-sail at 8 P.M., took
in fore & main top-sails not heading WSW,

Tuesday the 6th of March A.D., 1853

The first part of these
24 hours fresh gales from the Central with rain ship east
ward heading N, N.E., under stern with the middle & latter
part the same at 8 P.M. steered a course SSW under double
reef top-sail

Lat 33° 13' S
long 176° 46' E

Wednesday the 7th of March A.D., 1853

The first part of these
24 hours fresh gales from S E, & about N.E. by N. steering ship-sail
under top-sail the middle & latter part strong winds from
the same & cloudy after the sun, under double reef top-
sail, under sail in steering down with Lat 34-47 S

long 177° 47' E

Thursday the 8th of March A.D., 1853

The first part of these
24 hours strong winds from East & with rain steering
N.E. by N. under all sail at 4 P.M. steered a course west
the middle & latter part light winds from the East with rain with
at 6 P.M. on the bow very wet deck about 20 feet & right then
a course west

Remarks on board Ship Champion of New Bedford at
Sunday the 8th of March A.D. 1855

The first part of these 27 hours light winds from the S. E. by E. clear steering ship
with all sail at 2 P.M. before Run low. 3 M.
Run about 2 miles the middle & latter part light w^s &
wⁿ with some weather N. W. wind about sail loose
Run fast about 10 miles during P.M.

Sunday the 8th of March A.D. 1855

The first part of
these 27 hours fresh winds from the S. E. by E. clear steering
ship (3 M.) for the first of Run Island at 2 P.M.; dropped
anchor about the time in 5 fathoms of water at
3 P.M., took a fire of the heads some after I had made
running ship at 8 P.M., was knocked off and got up for the
middle & latter part fresh winds from the East & P. cloudy with
haze of rain anchor in the harbor of Run Island one watch above
on what little a working going on aboard ship.

Sunday the 8th of March A.D. 1855

The first part of these
27 hours fresh winds from the East & P. squall ship sprung
her anchor in 5 fathoms of water little a working going
on aboard ship a few of the men on shore the middle part
the same working in setting up each getting water
from shore

Sunday the 8th of March A.D. 1855

The first part of these
27 hours strong winds from the East & P. with passing
clouds working in setting up each for water ship
sprung her anchor in the harbor of Run Island in
5 fathoms of water the middle & latter part the same
squally one watch shore on liberty

New Zealand Left Whiteman Knob A.D., 1855 [119]

Tuesday the 15th of March A.D., 1855

The first part of
these 24 hours strong wind from the East and a squally ship
lying by his anchor in the harbor of Bone Island in
5 fathoms of water impeding getting off into the middle
part the same on watch ashore in liberty impeding in
parting and getting off water

Wednesday the 16th of March A.D., 1855

The first part
of these 24 hours fresh winds from the ESE and clear
this lying by his anchor in the harbor of Bone Island
in 5 fathoms of water the middle & latter part fresh winds from
the SSW & clear with some passing clouds impeding getting
off now from shore

Thursday the 17th of March A.D., 1855

The first part of these
24 hours fresh winds from SW & clear ship lying by his anchor
in the harbor of Bone Island in 5 fathoms of water little
or nothing going on about ship the middle & latter part
the same getting off recruits from shore

Friday the 18th of March A.D., 1855

The first part of these
24 hours fresh winds from the South & clear ship lying by his
anchor in 5 fathoms of water little or nothing going on about
ship the middle & latter part light air & calms with fine
weather

Saturday the 19th of March A.D., 1855

The first part of these
24 hours light air from the East and continued with fine weather
at 10 AM took up anchor and went to sea at 3 PM the Pilot
left us at 6 PM, left Port Bone but did about 10 miles
in fine weather in 3 PM did about 4 miles with a light
wind from the East at 5 PM, went the wrong end of the island

Remarks on board Ship Champion of New Bedford from
Continued from Saturday the 11th

three hours and then the anchor the middle & little part light winds
continued with some passing rain squalls mostly in breaking reefs
but enough for fish to make some in the sea standing to the
sea bank (or)
at one point

Sunday the 12th of March A.D. 1855

to the south of the 12th The first part of
these 27 hours light winds with some rain ship making
to the westward with all sail so we sail the middle
of little part the same at 6 P.M. strike the ship ^{about} ~~about~~
when two or three months out clean Lat 05° 06' S
Long 177° 20' E

Sunday the 12th of March A.D. 1855

The first part of three
27 hours light winds from 6 P.M. Am clear this chart
wind heading S.E. made all sail the middle of little
part light winds from the northward along with fine
weather during this part, with all sail with fine weather
mostly in running & knotting gams Lat 05° 06' S
Long 177° 20' E

Sunday the 12th of March A.D. 1855

The last part of these
27 hours light winds from the northward clear with fine
weather during this part and all sail the middle of little
part light winds from the same clear leaving the same
area all sail mostly in running & knotting gams also
tacking open gams Lat 05° 06' S
Long 177° 20' E

Sunday the 12th of March A.D. 1855

The first part of the
27 hours light winds clear mostly in breaking sun
gams the middle part light winds the little part light winds
calm & with heavy black clouds hanging around the clouds

New Zealand Bound to the Strait [left Whanganui Master] [121]

Thursday the 22nd of March A.D. 1855

The first part of these 27 hours
prev. winds from the SSW, & cloud. clst hmbld heading
but under all sail impeded in putting the rudder the middle
plate part strong winds from SW, & clear steaming ship off
and all sail at 10 AM, took in lower port hole & put up the middle
ail

lat 37-2 N

long E 177-07 W

Friday the 23rd of March A.D. 1855

The first part of these 27
strong winds from south & squalls through the SSW & SW
double reefed the top-sails, the middle & lower part strong winds from
NE, & cloud. clst hmbld heading SSW, under double reef
the port at 10 AM, run to the south & at daylight turned star.
reefed out of the top-sails.

Wards evens

Saturday the 24th of March A.D. 1855

The first part of these
27 hours strong winds from the SSW & cloud. clst hmbld
heading SSW, run to port with a heavy swell running from
the SSW the middle & lower part strong winds from SSW, &
cloudy clst hmbld heading SSW, under double reef top-sails
run down the SW main sail & bent another to the yard doesn't
it

lot 38-20 A

Sunday the 25th of March A.D. 1855

The first part of these 27
hours strong winds from SSW, & thick cloud with some rain
ship under double reef top-sail heading SSW, the middle &
lower part strong winds from the same with some rain ship
clst hmbld heading SSW at 10 AM, clst reef fore-top
sail at 10 AM, reefed main sail & headed SSW

Remarks on board Ship Champion of New Bedford

Monday the 25th of March A.D. 1855

The first part of
these 24 hours strong winds from N.W. & thick clouds
with sun steering ship S.E. under double reef top-
sail, fore & main topsail don't reef it at P.M. set the
middle & latter part fresh winds from N.W. thick
foggy with sun steering ship the same at 12 M. P.M.
turned the reef out of the top-sail & set the bell topsail and
star the reef again down on deck
We do worse

Tuesday the 26th of March A.D. 1855

The first part of these
24 hours light wind from the westward & foggy steering
ship E.S.E. under all sail. The middle & latter part strong
winds from the southward & cloudy steering ship S.E.
at 11 A.M. hauled top-bell sail & at 1 P.M. reefed double reef
the top-sail
Lat. 36° 40'-50'
long. 160° 08'-09'

Wednesday the 27th of March A.D. 1855

The first part of
these 24 hours fresh wind from south & cloudy ship steering
S.E. and top-sail the middle & latter part light wind & calm
no cloudy & the fore top-sail down on deck & hauled another
to the yard also reefed the fore top-bell sail down to upper

Thursday the 28th of March A.D. 1855 long out more now on
Lat. 36° 40'-50'

The first part of these
24 hours light wind & calm and in P.M. hauled all
sail the middle & latter part light winds from N.W.
& clear steering ship S.E. under all sail in P.M.
hauled all sail
Lat. 36° 41'-24'
long. 160° 05'-15'

Monday 2nd March left Waterman Astor A.P., 1855

Tuesday the 3rd of March A.P., 1855

The first part of this
24 hours light winds from the west & clear steering ship.
C. S. under all sail except in running off past the middle
of latter part fresh gales from the west & clear steering ship.
the same except in running off south. Wt. of 24-20 D
long 7^h 16m 16.201 m

Wednesday the 4th of March A.P., 1855

The first part of
these 24 hours fresh gales from west steering ship C. S.
under all sail. the middle & latter part the same

Thursday the 5th of April A.P., 1855

The first part of the 24
hours strong gales from west & cloudy steering ship C. S.
under all sail the middle & latter part light air & calm
from the south & cloudy no depression. Wt. of 24-10 D
long 7^h 16m 00.000

Friday the 6th of April A.P., 1855

The first part of this
24 hours light air from south & cloudy steering ship C. S.
under all sail the middle & latter part fresh winds from
the same shift under all sail little or nothing going on
steering ship. Wt. of 24-22 D
long 7^h 16m 00.000

Saturday the 7th of April A.P., 1855

The first part of this
24 hours light winds from south and cloudy steering ship - clew hauled
running bent under all sail the middle & latter part
fresh winds from the west & cloudy steering ship C. S.
under all sail except in ship's drift. Wt. of 24-17 D
long 7^h 16m 15.000 m

Remarks on board Ship Champion of New Bedford
Wednesday the 4th of April A.D. 1855

The first part of
these 24 hours strong winds from W. W., a clear steaming
ship & all sail except in setting ship - the
middle part strong winds from west & SW., steering
the same wind all sail

Lat 40° 56' S

Thursday the 5th of April A.D. 1855

The first part of these
24 hours strong winds from south & clear steering ship
left & all sail the middle part the same the
latter part fresh winds from W. W., & clear steering ship
the same wind all sail

Lat 40° 56' S

Friday the 6th of April A.D. 1855

The first part of
these 24 hours strong winds from west & with strong
clouds steering ship & all sail the middle &
latter part. the same ship and all sail. Calm soon

Saturday the 7th of April A.D. 1855

The first part of
these 24 hours fresh winds from N.E. & W. & cloudy
with some rain except in ship. Only steering ship
left & all sail the middle & latter part by 10 AM
from SW., leaving the latter part strong winds from south
Ceasing with some at 10. AM. Double reef top sail
Puff away

Sunday the 8th of April

The first part of these 24
hours strong winds from south & thick work some rain
left & all sail in fact - sail main sail & top sail
bearing ship to the middle & latter part strong winds from south
& west becoming quite steady at 10 AM, don't reef top sail
at 10 AM, left in fact bearing a ^{little} from west ship
bearing ship to 10 AM, at 10 AM, set for top sail clear weather

Lat 40° 56' S

Whom man known Left to Waterman Master Q.P., 1855

Thursday the 9th of April Q.P., 1855

at 4 P.M.
On 9th 24 hours strong gales from SSW & clear steering ship
but under alert except top parts of fore sail the middle & little parts from the same & lower part
of ship by 28-120 m long 120 m

Sunday the 10th of April Q.P., 1855

The first part of
these 24 hours strong gales from SSW & clear steering ship
but under double reef top parts of fore & main sail the
middle & little parts from the same & clear steering
the same under all sail

Monday the 11th of April Q.P., 1855

The first part of
these 24 hours fresh winds from SW & clear steering
ship by 9th under all sail the middle & little parts with winds
from west & south with fine weather the remainder of
all sail under reefs in running back

Monday the 12th of April Q.P., 1855

The first part of these
24 hours fresh winds from N.W. & clear steering ship
by 9th under all sail the middle & little parts with winds from
west & SW with fine weather the remainder of the
same under all sail in ship in getting the Bahia

Tuesday the 13th of April Q.P., 1855

The first part of these 24
hours fresh winds from N.W. & clear steering ship by 9th
under all sail the middle & little parts strong winds from
west & SW steering ship the same it is a high trough
in top part & lower steering ship at 9 A.M. top in top sail
and at 10 A.M. double reef top parts

long 122-220 m
by 9th remains

Remarks on Board Ship Champion of New Bedford

Saturday the 14th of April A.D. 1855

at 4 P.M.,
Bd 28-00
in a storm

The first part of
these 24 hours fresh gales from N.W. & squall stirring ship
the middle part of which was all under the middle part of the
wind & the little part fresh winds from west & westward
blowing the same under all sail. Bd 28-00 &
thick fog.

Sunday the 15th of April A.D. 1855

at 4 P.M.,
Bd 28-93

The first part
of these 24 hours fresh winds from west & thick fog
the wind still under all under the middle part of the
part heavy gales from south & squall stirring the
same at 10 P.M. hard top-sail set & double reefed
the top-sails

Bd 28-50

at 10 P.M. 53° 0' 50"

Monday the 16th of April A.D. 1855

at 4 P.M.,
Bd 28-70

The first part of the 2nd
day winds from south & squall stirring the wind less
under double reefed top-sails & top & the middle part
part heavy gales from south & squall at 10 P.M. blowing on him
from south & called all hands to take in sail & under double
reef top-sail took in all sail & home to wind close
reef, then top-sail & fore top-sail took in & under
top heading topsail

Wind record

Tuesday the 17th of April A.D. 1855

at 4 P.M.,
Bd 27-00

The first part of these
24 hours heavy gales from S.E. & wind less by noon to wind
from E.S.E. heading S.E. off S.E. up S.E. the middle part
fresh gales from the same A. along at 2 P.M. got out of
hazard to set clew reefed head & compass 0° 05' 20"
beam to turn the reefs out of the top-sails at 4 P.M.
set top-sail with the little part fresh winds from S.E.
& clearing the sky the same under all sail got the fore
top-sail up & in a short time took up the topsail of
the top

[127]

Left Waterman Master Wherriean bound D.P., 1855

Wednesday the 1st of April D.P., 1855

at 10th, 2nd hours fresh breeze from WSW, & thick fog with some
Dr 20°-90 fine rain steaming ship. Sailed with all sail the middle part
Strong Bk's from west & SW, with some rain at 10th,
but no striking sail at 12th, took in top-sail at 3rd P.M.,
Dabbled reefs top-sail at 4th P.M., but reefs top-sail & hoisted
the jib the latter part heavy Bk's from SW, & so steaming ship.
Sail made out reefs top-sail at 7th P.M., hoisted fore sail at
9th P.M., took in fore top-sail & turned the rudder boat up
also bore the ship to blowing a screamer from SW, accompanied
with hail & strong squalls. No damage.

Thursday the 19th of April D.P., 1855

at 4th, 2nd hours heavy Bk's from SW, & with passing hail squalls SW.
Dr 20°-90 bring W wind storm and heading SE, the middle part the same
the latter part strong winds from south & along the way a course
of N.W. wind dabbled reefs top-sail at 7th P.M., reefed top-sail
but reefs at 9th P.M., turned one reefs out of the top-sail
& got in the old jib & another out in its place
No damage.

Friday the 20th of April D.P., 1855

at 2nd, 2nd hours strong winds from south & cloudy steaming ship.
Dr 20°-90 with dabbled reefs top-sail & full main sail the
middle & h'le parts strong winds from S.E., & cloudy ship. clew-hauled
heading E.W.E., with dabbled reefs top-sail set has 54-12 &
long 130° 2' 0" in

Saturday the 21st of April D.P., 1855

at 2nd-90 hours strong winds from S.E., & cloudy ship. clew-hauled heading
E.W.E., with dabbled reefs top-sail in port jib the middle
part light winds from SW, & cloudy with passing hail squalls
steaming ship. but with all sail the latter part fresh breeze from
west & south steering the same. at 20° 57' 31" S.
long 130° 2' 0" in
long got some damage

Remarks on board Ship Chapman New Bedford

Sunday the 22nd of April A.D. 1855

The first part of these 22 hours fresh breeze from N by E blowing with freezing rain squalls steering ship. But well sail the middle & latter part light winds from the west of N blowing steering ship East for Phuzen top-gall sail full blown sailing to sail close reefed going along about 5 miles on him with a fine breeze no small easing of my account.

WT of 1655-92 D
Monday the 23rd of April A.D. 1855
length Wh 90-12 m

WT of 462,
28-10 m
a fall

The first part of these 24 hours first winds from the west N blowing steering ship. But for Phuzen top-gall sail full blown sail hizzen top-gall close reefed the middle part strong gales from N by E of thick with freezing rain squalls the latter part strong breeze from the same N squalls steering the same at 10 P.M. took in standing sail at 11 P.M. hizzen top-gall back at 12 P.M. double reefed top-sails & furled hizzen top-sail at 1 P.M. now moderate turned one reef out of main top-sail & set top-gall sail over it.

WT of 56-36 D
length Wh 85-37 m

Tuesday the 24th of April A.D. 1855

WT of 462,
28-10 m
a fall
WT of 462,
28-10 m
a fall

The first part of these 24 hours strong winds from N by E m.s. w. with freezing squalls steering ship to W.C. wind up with main top-gall sail for one single reef in top-sail with standing sail at fore and the middle part head winds from N by E of thick upon rain steering the same the latter part heavy gales from N by E thick with rain steering ship off at 2 P.M. from top-gall sail at 2 P.M. reefed top-sail at 5 P.M. the man to the wheel got the top-hack to the lee 'coll'd all hands to port on sail close reefed the top-sail & steer the course again

W.L. road 11

[129]

Whaleman I have left Waterman Master A.P. 1855

Wednesday the 25th of April A.P. 1855

at 4 P.M., The first part of these 24
hours heavy falls from W.W. with some steaming ship E. of W.
and clolt receipt 100' fath. at 2 P.M. set up set out 100' P. took
it in again. also lost some pieces of poles that was over the
stern supposed to have runned loose from their lashings on an
hour ago. got up with the middle part strong falls from N.W. & P. clear with few
small specks steaming ship E. of W. the latter part the same
running under clolt receipt top sail

W.H. 56-52 S

long of 100 76-47 m

Wednesday the 26th of April A.P. 1855

at 4 P.M., The first part of these 24
hours strong winds from N.W. & S.W. P. with passing haul of snow specks
in a rage steering ship E. of W. at 3 P.M. turned the receipt out of the
lower top sail (P) set from top-gall sail for top- set clolt
receipt lower top sail passed the middle P. latter part the same
at 11 P.M. took in lower top-gall sail at 7 A.M. set it
again

W.H. 56-42 S

long of 100 72-17 m

Wednesday the 27th of April A.P. 1855

at 4 P.M., The first part of these 24
hours pleasant falls from N.W. S.W. steering ship E. of W.
E. of W. with small top sail from top-gall sail at 4 P.M.
steaming in heavy from the same with passing snow specks so
that in high top-gall sail & double reefed P. clolt receipt the
top-sail the middle P. latter part fresh falls from the north of
N.W. & steering ship the middle part E. of W. the latter part steering ship
E. of W. at 2 P.M. turned two receipts out of the lower top sail
with passing haul of snow specks

W.H. 56-55 S

long of 100 66-37 m

Remarks on board Ship Champion of New Bedford wharves
Sunday the 25th of April A.D. 1855

07 P.M.
Sea - no
The first part of three
27 hours fresh Sails from port steering ship - E. N. E., main
top-sail single reefed for top-sail close reef with passing
wind S. Snow squalls the middle & latter parts the same
at 7 P.M. close reefs from top-sail at 8 P.M. turned two
reefs out of main top-sail the latter part steering ship
in two parts bearing to starboard. Lat 41° 56' S. Long 160° 35' W.

Sunday the 25th of April A.D. 1855

The first part of three 27
plentiful Sails from SW. S. with passing snow squalls steering
ship E. N. E., main top-sail single reefed bearing to starboard
close reef the middle & latter parts the same with
passing snow squalls steering the same at 10 P.M.
turned two reefs out of main top-sail & set main top-ball
sail at 12 P.M. took in main top-ball sail at 10 M.A.
Lat 41° 57' S. Long 160° 32' W.

Monday the 26th of April A.D. 1855

07 P.M.
Sea - no
The first part of three
27 hours strong winds from SW. S. with passing snow squalls
steering ship N.E. N.E. main single reef top-sail & main
top-ball sail set over it the middle & latter parts strong winds
from SW. S. with passing snow squalls steering ship
N.E. N.E. main single reef top-sail & main top-ball
sail. Lat 41° 53' S. Long 160° 22' W.

Tuesday the 27th of April A.D. 1855

07 P.M.
Sea - no
The first part of three 27
hours heavy Sails from SW. S. with strong passing snow squalls
steering N.E. N.W. at 10 P.M. took in main top-ball sail & close
reef for top-sail more often double reef main top-sail the
middle part heavy Sails from South S. with passing snow squalls
the latter part strong winds from South S. cloudy steering ship
N.E. N.W. main top-sail & main top-ball sail Lat 41° 51' S. Long 160° 40' W.

began Capt. Peterman Master A.D. 1855

Wednesday the 2^d May A.D. 1855

The first part of these 24 hours
began with winds from south & a head steering ship all the time under
a very easy sail the middle & latter parts light winds from SW & S & SW
steering ship in the wind with his larboard tack sheet in the sail
steering the same under all sail

Lat 32° 48'-0 m.s.

long 120° 56'-0 m.s.

Thursday the 3^d of May A.D. 1855

The first part of these 24 hours
with winds from N.W. & head steering ship - close hauled heading
SW, under all sail the middle & latter parts fresh winds
from west & SW ship close hauled heading North
under all sail little or nothing going on larboard ship.

Friday the 4th of May A.D. 1855

Lat 32° 47'-40' S

The first part of these
24 hours fresh winds from W.N.W. & close hauled - close hauled
heading North under all sail the middle & latter parts the same
& clear upper in drizzling bone

Lat 32° 45'-30' S

Saturday the 5th of May A.D. 1855

The first part of these 24
hours strong winds from the west & clear - steering ship SW by
SW & double reef top-sail - upper in drizzling bone
the middle & latter parts strong winds from the west & clear

Lat 32° 43'-22' S

Sunday the 6th of May A.D. 1855

long 120° 56'-12' m.s.

The first part of these 24 hours
fresh winds from SW & clear steering ship - North under
double reef top-sail upper in drizzling bone the middle &
latter parts fresh winds from SW & N.W. steering ship S.E.
under easy sail

Lat 32° 41'-35' S.

long 120° 54'-20' m.s.

Remark on board Ship Champion of Miss Belford Allam
Monday the 1st of May A.D. 1855

The first part of these 24 hours fresh winds from N & NW, & clear then in the afternoon
under sail the middle & latter part fresh winds from west
& clear steering W & SW under easy sail until in sight of land
meandering home & dropping it
Lat 40° 39-2' S
long 138° 51-5' E

Tuesday the 2nd of May A.D. 1855

The first part of these 24 hours fresh winds from N & NW, & clear steering SSW
under easy sail until in sight of land home mid-morn the
middle 5th Binks. I passed it away again the middle
& latter part fresh winds from west & clear until in
sight of land home steering SSW. Under easy sail
Lat 40° 39-2' S

Wednesday the 3rd of May A.D. 1855

The first part of these 24 hours strong winds from west & clear steering SSW
under easy sail the middle & latter part light w^s & calm
with some rain
Lat 40° 39-2' S

Thursday the 4th of May A.D. 1855

The first part of these 24 hours light air from the east & with some rain ship heading to
the sheltered under easy sail at 1 P.M. sent a boat about
the N.W. Point ~~Port~~ of Boston Roads from port round to
the above the middle & latter part light w^s from the east
& cloudy with some rain N.E. about harbor heading to the
sheltered under all sail
Lat 40° 36-12' S

Friday the 5th of May A.D. 1855

The first part of these 24 hours light w^s & calm over cast cloud in sight of land
the middle & latter part light winds from south & clear with
some stiff east header with low horizon took land
Lat 40° 36-12' S

and having left the noon Master D.P. 1855.

Saturday the 12th of May D.P. 1855

The first part of these 24 hours light air & calms with some N.E. winds easing sail the middle & latter part light winds from SSW, & wind from E. blowing Steaming ship W.C. & W.C. Wind all sail except in drawing & knotting gams

W.D. 85-02 S

long 180° 46-07 w

Sunday the 13th of May D.P. 1855

The first part of these 24 hours pleasant breezes from SSW, & clear Steaming ship W.C. & C. and all sail the middle & latter part pleasant winds from SW. Wind all sail steaming ship W.C. & long 180° 45-00 w

Monday the 14th of May D.P. 1855

The first part of these 24 hours pleasant breezes from N.E. & clear Steaming ship W.C. & C. and all sail the middle & latter part light air & calms except in drawing & knotting gams

W.D. 85-02 S

long 180° 40-00 w

Tuesday the 15th of May D.P. 1855

The first part of these 24 hours light air & calms with fine weather all sail the middle & latter part N.E. winds from the west & fine weather Steaming ship W.C. Wind all sail except in making small rope

W.D. 80-01 S

Wednesday the 16th of May D.P. 1855

The first part of these 24 hours light winds from west & in Steaming ship W.C. Wind all sail except in putting through the middle & latter part light winds from south P.S. & S. Wind the same and all sail except in setting down the lower rigging

W.D. 85-02 S

long 180° 35-00 w

Roughs on board Ship Champion of New Bedford Mass
Thursday the 17th of May A.D. 1855

The first part of these 24 hours
light winds from south & clear steering ship. North mizzen all
sail unspliced in setting down the lower rigging to middle
& latter part light winds from south & S.E. steering ship, the
same wind all sail
Lat 30° 26' - 20°

Friday the 18th of May A.D. 1855

The first part of these 24
hours light winds from S.E., & wind has in consequence
steering ship North wind all sail at 4 P.M. the wind
gradually swinging around to the eastward which cut the
head sails back and carried away the fore top mast standing
sail from the middle & latter part. fresh winds from S.E. &
gusty with rain till 8 A.M. took in top sail sails at 7 A.M.
set them again & at 11 A.M. took them in again

Saturday the 19th of May A.D. 1855

The first part of these
24 hours fresh winds from S.E. & S. Wind with heavy
clouds hanging around the two sails steering to the south
ship under double reef top sail steering E.W.E. the middle
& latter part fresh winds from S.E. & gradually steering ship
E.W.E. & W.E. with easy sail unspliced setting the
wind for four sails while we was setting the main sail in
all sail & let her lay for about 3 hours Lat 30° 25' - 24°

long 118° 21' or so

Sunday the 20th of May A.D. 1855

The first part of these 24
hours fresh winds at times & gusty ship. don't break head
sail & wind easy sail unspliced in setting down the
lower rigging on the lower batten with it clear
to hold the middle part light winds & winds from S.E. ship and
that's all the latter part light breeze from the same & fine weather
ship and all sail steering ship. Last at 11 A.M. land seen
with the first don't see land life prior of 2 A.M. yet on all
and had the long 21-58 on lat 30° 25-14°

view left & Water over board A.P., 1855

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Monday the 21st A.P., 1855

The first part of these 27 hours
fresh winds from SSW, & fine weather steering abt ESE
under all sail da two gds standing to the westward with all
sail abt 8 P.M. before lower low. Wind fair & steady with
the middle & latter part fresh winds from SSW, & fair
with fine weather steering abt ESE under all sail impell
in setting down the top-mast rigging

W.H. 12-250

long 120° 39'-19"

Tuesday the 22nd of May A.P., 1855

The first part of these
27 hours pleasant winds from SSE, with fine weather
steering abt ESE with G.W. sail impell in setting
under the middle & latter part light winds from ENE, & ESE, & G.W.
& fine weather impell in setting down the top-mast rigging

W.H. 12

Wednesday the 23rd of May A.P., 1855

The first part of these
27 hours light winds from SSW, & fine weather abt ESE
under all sail having G.W. sail impell in setting the rigging the middle
& latter part light winds from SSE, & fine weather abt ESE
under heavy. Wind abt 8 P.M. under all sail W.H. 12 19' 0" 0.8

long 120° 37'-10"

Thursday the 24th of May A.P., 1855

The first part of these 27
light winds from ESE, & fine weather abt ESE
bearing abt W. toward all sail the middle & latter part
light winds from ENE & ESE, & fine weather abt ESE
impell in setting the rigging

W.H. 18-20° 0'

long 90° now

Friday the 25th of May A.P., 1855

The first part of these 27
light winds & calms & clear abt under all sail impell in
setting half the middle & latter part pleasant with the middle
part light winds & calms from abt the latter part light
winds from the same steering abt. but under all sail
impell in setting abt. & setting down W.H. 18-20° 0'

long 90° 23'

Remarks on board Ship Champion of Buffalo Minnesota
Sunday the 26th of May A.D. 1855

The first part of this m^o
hours light winds from North E with pleasant weather
steering ship West under all sail in good running down
so we sail the middle & little part fresh winds from NNE
O under the middle part N. about half heading by south
which sail the little part stand a course WSW under
easy sail so a number of sail

Lat 47° 49' S
long 80° 35' 7" E

Sunday the 27th of May A.D. 1855

The first part of this m^o
light winds from NNE O clear steering ship WSW
under easy sail so a number of sail in good running
down so zigging the middle part N. with short sail
about half heading S, the little part light winds from
the same O fine weather steering ship WSW under all
sail

Lat 47° 15' S

long 80° 37' 30" E

Monday the 28th of May A.D. 1855

The first part of this m^o
hours light winds from south O fine weather steering
ship WSW under all sail so any sail steering to the
middle part ship about half heading West
and short sail the little part strong winds from SSW O
& zigging steering ship WSW under easy sail

Lat 47° 15' S

long 80° 37' 30" E

Tuesday the 29th of May A.D. 1855

The first part of this m^o
hours strong winds from SSW O with galing clouds steering
ship WSW under easy sail in good running hole the
middle & little part fresh winds from NNE O clear with galing
galing clouds steering ship WSW under easy sail in good
running

Lat 47° 14' 20" S

long 80° 36' 30" E

barned Capt Waterman Boston A.D. 1855

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Wednesday the 30th of May A.D. 1855

The first part of these 27 hours light winds from SSE, & clear steering ship all day, and easy sail in ship in taking out the main hatch & starting grates into the hut the middle & little parts the same in ship in carrying home the two sets

Lat 38° 12' S 2° W

long 130° 06' - 12' W

Thursday the 31st of May A.D. 1855

The first part of these 27 hours light winds from SSE, & clear steering ship all day, in moderate sail in ship in carrying home the two parts the middle & little parts, fresh winds from SSE, & clear steering ship all day, in ship in carrying the change & parting them

Lat 38° 00' - 23' S

long 130° 35' - 18' W

Friday the 1st of June A.D. 1855

The first part of these 27 hours fresh winds from SSE, & with heavy squalls steering ship all day, with all sail the middle & little parts strong winds from SSE, & squally steering ship the middle part SSE, the latter part SWW (W) WSW at 800 P.M., by the land bearing SWW, about 40 miles also a number of small craft with wind all sail at noon land did not sight until the next bearing SWW

Lat 38° 07' - 33' W

Saturday the 2nd of June A.D. 1855

The first part of these 27 hours strong winds & squally steering ship all day at 3 P.M. took in flying jib & fore top & mizen top gallant sail the middle & little parts fresh winds from SSE, & squally ship did not haul to with her starboard tucks down

Lat 38° 05' - 32' W

long 130° 22' - 32' W

Remarks on board Ship Champion of New Bedford

Sunday the 3rd of June A.D. 1855

The first part of these
24 hours light wind from ESE; P enough ship's chart
hauled bearing WNW, the middle & latter parts light winds
from the same steering ship. WNW, with all sail

Monday the 4th of June A.D. 1855 W.L. 4-12 N
long 118° 33' 56" m

The first part of these 24
hours light wind from ESE, P clear steering ship. WNW,
with all sail off SSW, so the same head having
WSE, but about 15 fathoms the middle & latter parts
light winds from SE, P clear steering ship. WSW, with
all sail employed in painting the yards W.L. 2-10 N
long 118° 05' 20" m

Tuesday the 5th of June A.D. 1855 long 118° 05' 20" m

The first part of these
24 hours fresh winds from NE, P fine weather steering
ship. WNW, with all sail employed in setting up
the yard gear the middle & latter parts the same
employed in painting the yards W.L. 2-24 N

Wednesday the 6th of June A.D. 1855 long 118° 37' 2" m

The first part of
these 24 hours light winds from the east & P with
fine weather employed in setting up the middle & latter
parts light winds from ESE, P clear steering ship. WNW,
with all sail employed in painting the yards

Thursday the 7th of June A.D. 1855 W.L. 2-30 N
long 118° 39' 28" m

The first part of these 24
hours light winds from ESE, P clear steering ship. WNW,
with all sail employed in painting the yards the middle
part the same the latter part fresh winds with rain
head steering the same with all true top gallant sail

W.L. 4-10 N
long 118° 41' 20" m

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Whence I have left the Pilotman Master O.D., 1855

Friday the 8th of June O.D., 1855

The first part of these 24 hours light winds from S by E steadily steering ship WSW with all sail little or nothing going on above deck the middle & latter part light variable winds with passing rain squalls steering the same

Wt h 5-46 m

length 40.6 m

Saturday the 9th of June O.D., 1855

The first part of these 24 hours light variable winds with passing rain squalls steering N by W, wind east and little or nothing going on above deck. Wind in most in back the middle & latter part light wind from SSE, S and passing rain squalls steering N by W, wind all sail

Wt p got more

Sunday the 10th of June O.D., 1855

The first part of these 24 hours light winds from SW by E cloudy ship east hauled into N by E wind tacks about the middle part light wind S calms with some rain the latter part fresh wind from S, length 7-28 m

Monday the 11th of June O.D., 1855

The first part of these 24 hours fresh winds from W by S clear steering ship N by E and all sail the middle & latter part the same making in washing ship steering ship N by E Wt h 7-48 m

Tuesday the 12th of June O.D., 1855

The first part of these 24 hours strong winds from W by E steady steering ship WSW by E with all sail the middle & latter part fresh winds from W by E fine weather steering ship N by E of 10 miles all sail employed in washing ship with ob 40-22 m
Wt f 13 m - 1A d.

Remark on board Ship Champion of New Bedford
Wednesday the 15th of June A.D. 1855

The first part of
there are heavy light winds from N.E., & clear steering
ship W.W. & W.W. with all sail except in front of
ship the middle & latter part full winds from W.W. S.S.
with fair weather
W.H. 13-16.00
long 140° 25' 03" m.

Thursday the 16th of June A.D. 1855

The first part of there
22 hours full winds from W.W. & clear steering ship W.W.
& W.W. under easy sail. the middle & latter part the same
little or nothing going on down ship
W.H. 16-20.00
long 140° 25' 03" m.

Friday the 15th of June A.D. 1855

The first part of there 22
hours light winds from N.E., & clear steering ship W.W.
& W.W. with all sail except in front in meeting bank
the middle & latter part the same
W.H. 16-20.00
long 140° 25' 03" m.

Saturday the 16th of June A.D. 1855

The first part of there
22 hours full winds from E.N.E. & clear steering ship
W.W. with all sail the middle & latter part full winds
from E.N.E. & clear steering ship W.W. with all sail
little or nothing going on down ship
W.H. 20-20.00
long 140° 25' 03" m.

Sunday the 17th of June A.D. 1855

The first part of there
22 hours full winds from E.N.E. & clear steering ship W.W.
with all sail the middle & latter part the same
W.H. 21-19.00
long got none

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When we had bound off to Waterman Master O.P., 1855

Monday the 18th of June 1855

The first part of these 24 hours light winds from S.W. & clear steering ship. W.W. with all sail the middle & latter parts the same employ'd in painting the white streaks out side

Tuesday the 19th of June O.P., 1855

The first part of these 24 hours fresh winds from E.N.E. & fine weather steering N.W. with all sail the middle & latter parts the same little a raining going on clear ship. W.W. 24-20 W

Wednesday the 20th of June O.P., 1855

The first part of these 24 hours light winds from S.W. & clear steering ship. W.W. with all sail the middle & latter parts the same steering ship. W.W. with all sail W.W. 25-55 W

Thursday the 21st of June O.P., 1855

The first part of these 24 hours fresh winds from S.W. & clear steering ship. W.W. with all sail the middle & latter parts light winds with fine weather steering the same employ'd in ship duty

Friday the 22^d of June O.P., 1855

The first part of these 24 hours light winds from S.W. & clear steering ship. W.W. with all sail the middle & latter parts light winds from E.N.E. & fine weather steering the same on gulf near drifting about employ'd in painting the ship out side

Saturday the 23^d of June O.P., 1855

The first part of these 24 hours light winds from S.W. & fine weather steering ship. W.W. with all sail the middle & latter parts the same employ'd in painting the house over how steering ship, W.W. 29-92 W long 180° 37-27 m

Remarks on board Ship Champion of New Bedford
Sunday the 21st of June A.D. 1855

The first part of these
24 hours light winds from S.E., N.E., P clear with fine weather
steering ship W.W. in under easy sail the middle & latter
part the same steering ship W.W. with ob 30-16 ob
long 1^o 10m ob 85-52 m

Monday the 22nd of June A.D. 1855

The first part of these
24 hours light winds from S.E., N.E., P steering ship away
under easy sail the middle part took in top gallant sail
& steering ship went under top-sail with a light breeze from
S.E., the latter part oblique hauld heading southerly
and all sail was taken up steering to the WSW ob
long 1^o 10m ob 30-28 ob

Tuesday the 23rd of June A.D. 1855

The first part of these 24
hours light winds from S.E., P fine weather steering ship
under easy sail employed in setting middle
& middle part took in top gallant sail with a half up the course
steering back through the night under top-sail the latter
part light winds from S.E., P clear steering ship W.W.
and all sail little or nothing going on ahead ship

Wednesday the 24th of June A.D. 1855

The first part of these
24 hours light winds from N.E., P clear steering ship
W.W. under easy sail the middle & latter parts the
same with fine weather through the day night set sail
with easy heading southerly oblique hauld the latter part steer
a course again oblique w

Thursday the 25th of June A.D. 1855

The first part of these
24 hours light winds from S.E., P clear with a nothing
going on ahead the last half P latter part light winds from
N.E., P fine weather steering ship W.W. under easy sail

Friday the 26th of June A.D. 1855

light winds from S.E., P clear with a nothing
going on ahead the last half P latter part light winds from
N.E., P fine weather steering ship W.W. under easy sail

Left Whitman Harbor 1st June A.D. 1855 [143]

Tuesday the 2nd of June A.D. 1855

The first part of these 27 hours light air & fine weather steering ship WNW under easy sail little or nothing going on aboard ship - implied in wet wiz hole the middle & latter part strong winds from N & S of clear steering ship WNW under all sail lot of 35-36 m long 10 hrs 72-21 m

Tuesday the 3rd of June A.D. 1855

Saturday The first part of these 27 hours strong wind from west of clear steering ship WNW under all sail on a schooner steering to the southward the middle & latter part fresh winds from NW WNW & clear steering ship on the wind heading North at 70° by steer a course 160° by W wind easy sail little or nothing going on aboard ship

WT by 37-28 m

Sunday the 4th of June A.D. 1855

long 10 hrs 71-10 m

Wednesday

27 hours light winds from WNW to NW & clear steering ship WNW, under easy sail the middle & latter part light air & clear steering ship WNW of 100 m, at 70° by, hove to the hauls for black fish the stomach & liver bats got me a piece of each them to the ship on a few small vessels 10 hrs 33-30 m

Monday the 5th of June A.D. 1855

long 10 hrs 71-29 m

The first part of these 27 hours light air & calm from west steering NW. WNW under easy sail the middle & latter part fresh winds from SSW & clear steering ship. With under all sail implied in hauling out black fish oil the latter part here the waks over board on a number of bats

WT by 72-03 16

Tuesday the 6th of June A.D. 1855

long 10 hrs 72-03 m

The first part of these 27 hours fresh winds from SW & clear steering ship. North wind set on a number of sails the middle part the same the latter part light air & calm at 50 m, in the wind having WSW, dirt, about 20 miles at 70° by took a shot of black iron & clear ship 100 m, & black iron dirt about 10 miles

Remarks on board Ship Champion of New Bedford
Wednesday the 2^d of July A.D. 1855

The first part of these
2d, being light winds from SSW & a clear steering ship,
for Puerto Bay made all sail to windward part the same.
The latter part light and calm (at 7 A.M. took a Pilot
of Block Island) this is not right above the Pilot it
belongs to the day previous). At 11 P.M. sighted land
about New Bedford light with 4950 barrels of whale oil
& 600 barrels of sperm oil also 20000 lbs of whale bone.

To end, the Voyage,

Mayor Office
City of New Bedford April 29. 1861

My dear Sir

I am directed by the Committee of this City & Fairhaven on Home & Coast guard, to tender to you the command of the volunteer Companies raised for the defense of our harbor & Coast.

The Committee earnestly desire your acceptance of such command, having entire confidence not only in your willingness, but your ability to discharge all its duties.

Respectfully

Your obt Servt

Wm. George James D' Thompson }
New Bedford }

I C Taber

Reply

New Bedford May 1. 1861.

To His Honor

Isaac C Taber

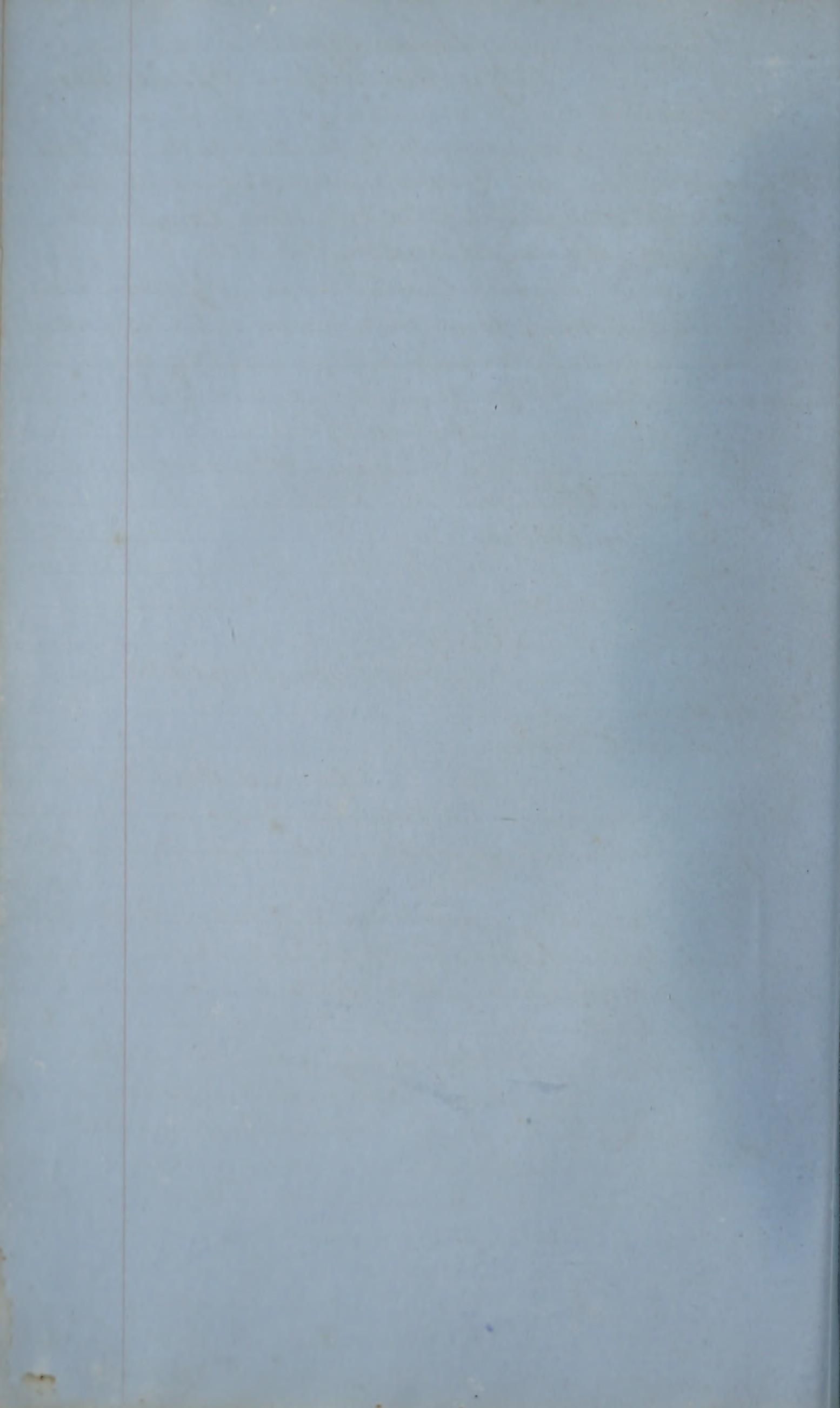
Sir Your of April 29. tendering me the command of the volunteer troops raised in this city & Fairhaven, as a Home & Coast guard, has been received.

I fully appreciate the honor conferred on me by the appointment, which I chearfully accept, & pledge my best efforts to accomplish the object desired.

Very truly your friend

Jamn D' Thompson





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Orders and Reports of the Home & Coast Guard.

Head Quarters of the Home & Coast Guards.
Order N^o. 1.

New Bedford May 3rd 1861

To Capt. Henry F. Thomas
Company A.

You are hereby commanded to detail from your Company, a sergeant, corporal and eight privates for active duty at the Fort in Fairhaven during the term of one week from May 4. at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the Office in command after detachment, and furnish yourself a weekly report to the Commander at Head Quarters.

By order of the Commandant
of the Home & Coast Guards.

C. D. Pease
A.D.

Order N^o. 2

New Bedford May 9. 1861

Capt. W^m L. Cobb
Company B.

You are hereby commanded to detail from your Company, a sergeant, corporal and ten privates for active duty at theoubt at Clark's Point, during the term of one week from May 11th at 9 o'clock AM. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the office in command, and furnish yourself weekly report to the Commander at Head Quarters.

By order of the command of the
Home Guard.

C. P. Brewster
Ald.

Order W. I.

New Bedford May 9. 1861

Capt: Geo: A. Pearce

Company C.

You are hereby commanded to
detail from your Company, a sergeant, corporal
and ten privates for active duty at Fort Phoenix
in Fairhaven, during the term of one week from
May 11. at 3 o'clock P.M. The men thus detailed
will be provided with ball cartridges, and during their
term of service will be under strict military disci-
pline.

You will require daily reports from the officer
in command of the Detachment, and furnish yourself
with a weekly report to the commandant at Head
Quarters.

By order of the command of the Home
Guard.

C. P. Brewster
Ald.

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Head Quarters of the Home & Coast Guard.
New Bedford May 13. 1861

Hon. Isaac C. Sabine
Mayor etc.

The Commandant of the Home and Coast Guard has the honor to report, that upon receiving his appointment, he proceeded at once to the discharge of its duties; and acting in conjunction with the Committee of the City Government, he placed the Fort at Fairhaven and the redoubt thrown up at Clark's Point, in readiness to be garrisoned. He commands report, that Fort Phoenix has been put in complete order, and that on the 9th inst. a detachment from Company A. Capt. Henry L. Thomas was detailed for active duty in said Fort during the term of one week. The report of Capt. Thomas, shewing the men detailed and their term of service has been made, and a copy of the same, is herewith enclosed. On the 11th inst. in pursuance to an order issued to Capt. W. M. Fogg Company B. a Sergeant, Corporal and ten privates were detailed by him for active service at the redoubt at Clark's Point, for the term of one week, and on the same day, an order was issued to Capt. Geo. A. Bourne, for a similar detachment from his Corps to relieve the garrison at Fort Phoenix.

The redoubt at Clark's Point is not yet fully completed; but no doubt exists that in a few days, it will be in a condition to subserve all the purposes of its construction.

The Commandant of the Home & Coast Guard takes pleasure in speaking of the admirable manner, in which the detachment from Company A. discharged their duties at Fort Phoenix; and in expressing his confident belief, that, in case of attack, our Harbor & coast would be bravely and ably defended by them.

By order of the Commandant of
the Home & Coast Guard.

C. D. Pendleton
a.m.

(See Report of Capt. Thomas, on file.)

Order No. 4.

New Bedford May 14. 1801

Capt. Henry S. Thomas
Company A.

You are hereby commanded to detail from your company, a sergeant, corporal and ten privates for active duty at Fort Taber, during the term of one week from May 18th at 7 o'clock A. M. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will receive daily reports from the officer in command of the detachment and furnish yourself a weekly report to the commander at Head Quarters.

By order of the commander of the Home and
Fifth Guard.

C. Pitts
aid.

Order No. 5.

New Bedford May 14. 1801

Capt. W^m. S. Cobb
Company B.

You are hereby required to detail from your company, a sergeant, corporal and ten privates for active duty at Fort Phoenix during the term of one week from May 18th at 7 o'clock A. M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will receive daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarters.

By order of the commander of
the Home and Fifth Guard.

C. Pitts
aid.

Order N^o. 6.New Bedford May 23rd 1801Capt. P. Eva Jr.
Company D.

You are hereby commanded to detail from your Company, a sergeant, corporal and fourteen privates for active duty at Fort Tabu during the term of one week from May 25. at 3 o'clock P.M. The men thus detailed will be provided with full cartridges, and during their term of service, will be under strict military discipline.

You will sign in daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarter.

By order of the commander of the House of all Guard.

C. P. Purmelle
asst.Order N^o. 7.New Bedford May 28th 1801Capt. Geo: A. Powers
Company C.

You are hereby commanded to detail from your Company, a sergeant, corporal and fourteen privates for active duty at Fort Tabu, during the term of one week from May 25. at 9 o'clock A.M. The men thus detailed will be provided with full cartridges, and during their term of service, will be under strict military discipline.

You will sign in daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarter.

By order of the commander of the House of all Guard.

C. P. Purmelle
asst.

Order N^o. 8.

New Bedford May 24. 1801

Capt. Geo: A. Remond

Company C.

The Commander of the Home and Coast Guard directs that no ardent spirits be allowed in the Fort, under any circumstances; and suggests, that the men detailed for service will be expected to confine themselves in the main to the ration, furnished by the commissary on the Home and Coast Guard.

By order of the commander of
the Home & Coast Guard.

C. P. P. President
ad.

Order N^o. 9.

New Bedford May 24. 1801

Capt. J. D. Egan Jr.

Company D.

The commander of the Home and Coast Guard, directs, that no ardent spirits be allowed in the Fort under any circumstances; and suggests, that the men detailed for service will be expected to confine themselves in the main to the ration, furnished by the commissary on the Home & Coast Guard.

By order of the commander of
the Home & Coast Guard.

C. P. P. President
ad.

Order W. 10.

New Bedford May 30th 1801

Capt. W. F. Thomas
Company A.

You are hereby commanded to detail from your Company, a sergeant, corporal and fourteen privates for active duty at Fort Phoenix, during the term of one week from June 1st at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarters.

The commander directs, that no absent spirit be allowed under any circumstances within the fort, and suggests, that the men will be despatched to confine themselves, in the main, to the rations provided by the Committee on the Home Guard.

By order of the commander of the Home Guard.

C. J. St. Hilaire Adj.

W. 11.

New Bedford, May 30. 1801

Capt. Wm. F. Cobb
Company B.

You are hereby commanded to detail from your Company, a sergeant, corporal and fourteen privates for active duty at Fort Sumner, during the term of one week from the 1st June at 9 o'clock A. M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarters.

The Commander directs that no ardent spirits be allowed, under any circumstance, within the Fort; and suggests, that the men will be expected to confine themselves, in the main, to the rations provided by the commissary on the Home and Coast Guard.

By order of the commander of the Home and Coast Guard.

C. P. St. L. Leander, A.D.

Order No. 12.

Headquarters June 4. 1861

Capt. G. W. A. Rowme
Company C.

You are hereby commanded to detail from your Company, a sergeant, corporal and fourteen privates for active duty at Fort Phoenix, during the 18th day of June to the 17th of June inst. at 10 o'clock P.M. The men thus detailed will be provided with full subsistence, and during their term of service, will be under strict military discipline.

You will give daily reports from the office in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarters.

The commander directs that no ardent spirits be allowed, under any circumstance, within the Fort; and suggests, that the men will be expected to confine themselves, in the main, to the rations provided by the commissary on the Home and Coast Guard.

By order of the commander of the Home and Coast Guard.

C. P. St. L. Leander
A.D.

Order No. 13.

New Bedford June 4. 1801.

Capt. P. Egan Jr
Company D.

You are hereby commanded to detail from your Company a Sergeant, Corporal, and four men privates for active duty of Fort Tabu, from the 8th day of June next to the 17th of said month, at 9 o'clock A.M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commander directs that no alcohol spirits be allowed, under any circumstances, within the fort; and suggests, that the men will be expected to confine themselves, in the main, to the rations provided by the commissary of the Home & Coast Guard.

By order of the commander of the Home & Coast Guard
E. D. Thompson ad.

New Bedford June 4. 1801

Hon. L. C. Tabu

Major

I have to acknowledge the receipt of two twelve pound bronze field guns, rifled; which are now safely deposited in Fort Tabu.

Signed.

J. D. Thompson

Comd^t Home & Coast Guard.

Head Quarters, Home & Coast Guard
New Bedford June 7. 1801

Hon. L. C. Tabu

Major

The commander of the Home & Coast Guard submits his second report, as follows:

At the date of his last report, Fort Taber was represented
to be in an unfinished condition. It has since been com-
pleted; and the commander has now the pleasure of
stating, that both Fort Phoenix and Fort Taber are in
perfect order, with the exception of the mounting of
the rifled Cannon, just received, in the latter.

The accompanying sheets, marked A. will
exhibit the detachments ordered upon duty, at the Forts,
from the several Companies, since the 11th May last.

Reports have been regularly received by the com-
mander from the Capt. of each Company from which
detachments have been ordered; which reports are on
file, and are subject to the examination of the Committee
of the House of each Guard. The commander deems it
proper to call attention to the reports of Capt. Thomas
of Company A., and Capt. Cobb of C. B. The report
of Capt. Thomas pursued charges of incompetency against
the Quartermaster Wm. A. Leonard, Employed at Fort Taber, and
demanded a full investigation of the same. But as
almost immediately upon the receipt of Capt. Thomas'
report, the Quartermaster resigned his position, the commander
considers it unnecessary to make any inquiry into
the charges pursued. The report of Capt. Cobb of Co.
B., suggests that some dissatisfaction existed among
the men under his command, on account of the
delay in procuring their uniforms, and expresses the
hope that this cause of complaint may soon be re-
moved. The commander assures Capt. Cobb, that am-
ple justice should be done in the premises. With
the Captain, no complaint has been made; and
the reports speak in high terms of the efficiency of
the men, of their great improvement in drill, of
their cheerful obedience to orders, and their soldierly
conduct in garrison. The commander takes great
pleasure in confirming these statements. His daily
visits at the Fort have enabled him to see the
men at different hours of the day; and in no
instance has he witnessed any conduct unbecoming
a Soldier or gentleman.

Head Quarters, Home & Coast Guard.

Order W: 14.

New Bedford June 12. 1861

Capt. H. F. Thomas
Company A.

You are hereby commanded to detail from your Company, a sergeant, Corporal and four team privates for active duty at Fort Tabu during the term of one week from the 17th to June inst. to the 24th June inst. at 9 o'clock AM. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, & furnish yourself a weekly report to the commandant at Head Quarters.

The Commandant directs that no alcohol spirits be allowed, under any circumstances, within the Fort; and suggests that the men will be expected to conform thereto, in the main, to the rations provided by the commissary on the Home & Coast Guard.

By order of the commandant of the Home & Coast Guard.

P. P. Pendleton ad.

Order W: 15.

New Bedford June 12. 1861

Capt. Wm. F. Cobb
Company B.

You are hereby commanded to detail from your Company, a sergeant, Corporal and four team privates for active duty at Fort Rosecrans during the term of one week from the 17th to June inst. to the 24th June inst. at 3 o'clock PM. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will receive daily reports from the Office in Command of the Detachments, & furnish Yours of a weekly report to the Commandant at Head Quarters.

The Commandant directs that no decent prints be allowed under any circumstances, within the Fort; and suggests, that the men will be expected to confirm their day, in the way, to the ratios provided by the Committee on the Home & Coast Guard.

By order of the Commandant of the Home Guard.

C. P. D. Leesenden
Aid.

Order N^o. 11
Received June 17. 1861

Capt. H. J. Thomas
Company A.

You are hereby directed to appear at Fort Phoenix, on Tuesday the 18th inst. at 3 o'clock P.M.

By order of the Commandant &
the Home Guard.

C. P. D. Leesenden
Aid

Order N^o. 12
Same to Capt. W^m N. Cobb Company B

Order N^o. 13
Same to Capt. Bourne Company C.

Order N^o. 14
Same to Capt. Ewer, Company D.

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Head Quarters, House of each Guard
New Bedford June 18. 1861

Hon. L.C. Tabu
Mayor

The Commander of the House of each Guard reports, that since the date of his last report, returns have been made by Aspinwall Cobb accompanying B., and Capt. Thomas of Company A., showing the men detailed from each for duty at Fort Phoenix & Tabu as follows:

at Fort Phoenix from June 1st to June 8th.

| | | | |
|-------|---------------------------|-----------|----------|
| C. A. | Sergeant Wilson P. Denham | { Private | Wood |
| | Corporal W. B. Gifford | | Jenkins |
| | Private m. chaw | | Duray |
| | " m. Hestin | | Warden |
| | " m. Marshall | | Wilson |
| | " m. Fisher | | Thompson |
| | " m. Howland | | Baddock |
| | " m. Pullard | | Chadwick |

at Fort Tabu from June 1st to June 8th

| | | | |
|-------|----------------------------|-----------|----------------------------|
| C. B. | Sergeant Isaac R. Humphrey | { Private | R. H. Wait |
| | Corporal Geo: D. Davis | | A. B. Nelson |
| | Private Jno. F. Roberts | | Rev: Sprague |
| | albert C. Winch | | In: H. Taylor |
| | Chas: Howland | | L. W. Cook |
| | W ^m Long | | S. P. Sawyer |
| | Ed: Knowles | | Hubert Henley |
| | Robt: D. Edwards | | W ^m M. Mann Jr. |

The reports from the Captain of both Companies speak in terms of commendation of the manner in which the Detachments performed their duties.

By order of the Commanding.
C. S. Lt. President
and

Order N° 20

New Bedford June 27. 1861

Capt. W. F. Thomas
Company A.

You are hereby commanded to detail from your Company a sergeant, corporal and fourteen privates for active duty at Fort Phoenix during the term of one week from the 29th inst at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will receive daily reports from the Officer in Command of the detachment, and furnish yourself a weekly report to the forwarder at Head Quarters.

The Commander directs that no ardent spirits be allowed, under any circumstance within the Fort; and suggests that the men will be expected to confine themselves in the main to the rations provided by the Committee of the Home Guard Guards.

By order of the Commander of the Home Guard Guards.

C. P. P. Lescudder
Aid.

Order N° 21.

New Bedford June 27. 1861

Capt. W. F. Cobb
Company B.

You are hereby commanded to detail from your Company a sergeant, corporal and fourteen privates for active duty at Fort Taber during the term of one week from the 29th inst at 9 o'clock A.M. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

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You will receive daily reports from the officer in command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant directs that no adult spirits be allowed under any circumstance, within the Fort; and suggests that the men will be expected to confine themselves in the main, to the rations provided by the Committee of the Home Guard Guard.

By order of the Commandant of
the Home Guard Guard.

C. D. Fernández
Aid.

Head Quarters, Home Guard Guard.
Tuesday June 27. 1861.

Hon. J. C. Tabu
Mayor

The Commandant of the Home Guard Guard has the honor to report, that Capt Tabu & Phoenix have been garrisoned as follows, since the date of his last report.

Fort Phoenix from June 8. to June 17. '61.

C. C. Capt. Geo: A. Bourne

Sergeant Theodore D. Gifford

Corporal Wm Cook

Pivatis

Abraham Russell
Edward Rodman
J. Wash Cook
Ed. R. Gardner
Jas H. C. Richmond
Oliver P. Brightman
Ed: Knight

W^m L. Laphay Rodman
R. C. Anthony
Wm B. Swift
H. A. Gifford Jr
W^m K. Tallman
J. C. Brock
Silvah Allen.

Fort Tabu from June 8. to June 17. '61

C. D. Capt. P. D. Egan Jr.

Sergeant, W. Raymond

Corporal James Muihew
Private

| | |
|-----------------|------------------|
| Thomas Power | Frank Lawrie |
| Joshua Wilkey | John Copeland |
| J. Hutchinson | Timothy Sanaford |
| Joh T. Tripp | James Terry |
| Chas Hammond | Thos Taber |
| Wm Tripp | Geo: J. Rogers |
| Ausel J. Quincy | Wm D. Miller. |

The Commander takes pleasure in reporting the uniform good conduct of the several Detachments, and their improvements in drill.

By order of the commander

E. P. St. Germaine

Ald.

Order No. 22.

New Bedford July 4. 1861

Capt. Geo: A. Bourne
Company C.

You are hereby commanded to detail from your Company a Sergeant, Corporal and Gunner private for active duty at Fort Phoenix during the term of our war from the 1st day of July at 3 o'clock P.M. The men thus detailed will be supplied with ball cartridges, and during their term of service will be under strict military discipline.

You will receive daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commander at Head Quarters.

The Commander directs that no violent spirits be allowed under any circumstances within the fort; and suggests, that the men will be expected to conform themselves, in the main, to the regulations provided

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by the Committee of the House of Naval Guard.
By order of the Commandant
C. P. D. Peirce
Aid.

Order N° 23

New Bedford July 4, 1861

Capt. R. Dow Jr
Company D.

You are hereby commanded to detail from your Company, a sergeant, Corporal and Gunner privately for active duty during the term of one month from the sixth day of July next at Fort Tabu, at 3 o'clock P.M. The men thus detailed will be provided with full cartridges, and during their time of service, will be under strict military discipline.

You will remain daily report to the Officer in command of the detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant directs that no alcohol shall be allowed under any circumstances, within the Fort; and suggests that the men will be expected to confine themselves in the main, to the rations provided by the Committee on the House of Naval Guard.

By order of the Commandant
C. P. D. Peirce
Aid

Order N° 24

New Bedford July 9, 1861

Capt. H. S. Davis
Company A.

You are hereby commanded to detail from your Company, a sergeant, Corporal and Gunner privately for active duty at Fort Tabu during the term of one

work from the 13th day of July until at 9 o'clock A.M. The men thus detailed will be provided with full cartridges, and during their term of service will be under strict military discipline.

You will return daily reports from the Office in command of the Detachment and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant directs that no ardent spirits be allowed, under any circumstances within the Fort; and suggests that the men will be expected to confine themselves, in the main, to the rations provided by the Committee of the Home Guard.

By order of the Commandant
C. P. Hinman
aid.

Order No. 25.

New Bedford July 9. 1861.

Capt. Wm. S. Cobb

Company B.

You are hereby commanded to detail from your Company, a Sergeant, Corporal and four men privates for active duty at Fort Phoenix, during the term of one week from the 13th of July next, at 3 o'clock P.M. The men thus detailed will be provided with full cartridges; and during their term of service will be under strict military discipline.

You will return daily reports from the Office in command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant directs that no ardent spirits be allowed, under any circumstances, within the Fort; and suggests,

that the men will be expected to confine themselves in the main to the stations provided by the Committee of the House of the Guard.

By order of the Commandant
C. H. Feltmeyer
Ald.

Newport Ropos July 10. 1861

To the Hon. Isaac C. Taber
Mayor &c

The Commandant of the Home and Coast Guard respectfully reports, that since the date of his last communication, the Forts have been garrisoned as follow:

Fort Phoenix from June 17. to June 24. 1861
Company B. Capt Wm S. Cobb

Sergeant Wm D. Alder
Corporal R. D. Eldridge

Private

John H. Taylor
Benjamin Spague
H. W. Briggs
W. H. Greene
Zeno W. Wood
Geo: J. Booth
James L. Wilbow

Geo: D. Davis
Charles Howland
Thomas P. Tripp
Isiah Wilcox
R. W. Smith
Geo: S. Weaver
J. M. Robertson

Fort Taber from June 17. to June 24. 1861

Company A. Capt. H. F. Thomas

Sergeant John H. Chapman
Corporal Noratio Woods

John H.

Private

John W. Sullessy
Thomas R. Dunn
Jos: A. Bullock
T. K. L. Nye
B. F. Smith
H. K. W. Lucas
W. H. Fisher

Jad. Richardson
Shubael Cattle
Edward Focker
Gideon D. Howland
Jad. Washburn
B. S. Jenkins
Wm J. Chadwick

Fort Phoenix From June 24 to June 29, 1861.
Company D. Capt. H. E. Ewer Jr.
Sergeant
Corporal
Private.

The names of the men detailed were
not given in the report of Capt. Ewer to
the commander.

Fort Taber From June 24 to June 29, 1861
Company C. Capt. Geo: A. Bourne
Sergeant John W. Wood
Corporal Geo: D. Mallin

Private

| | |
|----------------|-----------------|
| Wm N. Tallman | G. E. Thornton |
| C. S. Cummings | Abm Russell |
| Job A. T. Eddy | L. W. Leonard |
| Thomas Brown | M. G. Howe |
| J. W. Cook | Wm. J. Brown |
| Geo: W. Fopham | R. T. J. Jenney |
| J. G. W. Pope | Wm R. Smith. |

Fort Phoenix, From June 29 to July 6, 1861
Company A. Capt. H. F. Thomas
Sergeant Edward T. Taber
Corporal Silk R. Thomas
Private

| | |
|------------------|----------------|
| Asst. C. Dumbaw | J. B. Dunn |
| P. B. Partington | C. H. Ribe |
| Wm H. Ribe | G. B. Paddock |
| G. d Howland | Wm H. Fisher |
| G. S. Doten | C. L. Thompson |
| J. A. Davis | J. W. Thompson |
| J. K. S. Mcc | Horatio Wood. |

Fort Tabu from June 29. to July 6. 1861
 Company B. Capt. Cobb
 Sergeant R. S. Oldfield
 Corporal Allen B. Wilcox
 Privates

J. H. B. Pickham
 Geo. S. Weaver
 C. D. Fisher
 Wm B. Reid
 J. W. Footman
 R. S. Hatch
 Isaac C. Booth

Collins lace
 Albert F. Simcock
 Miss N. Meader
 J. W. Robertson
 Geo. D. Davis
 Chas H. Hines
 P. W. Smith.

The Commander has the honor to inform you, that Carriages have been furnished for the two twelve pound rifled Cannon, supplied by the state, and they have been mounted at Fort Tabu. The guns of the morning and evening guns at the Forts have been disturbed with. The Commander has further to report, that the Cook recently employed at Fort Phoenix has been discharged, having absented himself from duty without any assignable cause.

By order of the Commander
 C. R. Pease
 A.D.

Provisions used on board Ship Champion of
the voyage commencing September 2nd A.D. 1853 from

| 1853 | Beef | Dark | Port Wine | Bacon | Breakfast 1853 | Water 1853 |
|-------------------------|-------------------|--------------------|------------------------|------------------|------------------------------|--------------------------------------|
| October 1 st | 1 | | 1853 | | Sep 24 ^d 5h | October the 2 ^d 300 Gall |
| " 11 th | 1 | 1 | July 1 | 1 | October 15 ^d 5h | " the 3 ^d 300 Gall |
| " 23 ^d | 1 | 1 | " 21 ^d 1 | 1 | " 27 ^d 4h | " the 25 ^d 160 Gall |
| November 2 ^d | 1 | 1 | August 1 ^d | 1 | November 8 ^d 5h | " the 26 ^d 160 Gall |
| " 9 ^d | 1 | 1 | " 6 ^d 1 | 1 | " 29 ^d 5h | November the 8 ^d 300 Gall |
| " 15 ^d | 1 | 1 | " 19 ^d 0 | 1 | December 15 ^d 4h | " " 16 ^d " Gall |
| " 25 ^d | 1 | 1 | " 26 ^d 1 | 1 | " 28 ^d 5h | " " 23 ^d " Gall |
| December 5 ^d | 1 ^d | 1 | Sept 3 ^d 1 | 1 | January 2 ^d 4h | " " 27 ^d 150 Gall |
| " 15 ^d | 1 | 1 | " 21 ^d 1 | 1 | February 2 ^d 5h | December the 5 ^d 240 Gall |
| " 26 ^d | 1 | 1 | Sept 15 ^d 4 | 1 | " 21 ^d 4h | " " 100 ^d 300 Gall |
| January 1 ^d | 1 | 1 | " 20 ^d 1 | 1 | March 9 ^d 5h | " " 100 ^d 200 Gall |
| " 9 ^d | 1 | 1 | " 27 ^d 1 | 1 | " 28 ^d 4h | " " 21 ^d 300 Gall |
| " 17 ^d | 1 | 1 | Oct 1 ^d 1 | 1 | April 27 ^d 2h | " " 28 ^d 300 Gall |
| " 25 ^d | 27 ^d 1 | 25 ^d 1 | " 10 ^d 1 | 1 | May 12 ^d 3h | January 9 ^d 300 Gall |
| " 31 | | Nov 1 ^d | " 16 ^d 1 | 1 | " 24 ^d 4h | " " 9 ^d 240 Gall |
| February 5 ^d | 5 ^d 1 | 9 ^d 1 | " 22 ^d 1 | 0 | June 10 ^d 4h | " " 15 ^d 300 Gall |
| " 15 ^d | 1 | 1 | " 24 ^d 0 | 1 | July 4 ^d 5h | " " 21 ^d 200 Gall |
| " 25 ^d | 1 | 1 | " 29 ^d 1 | 1 | " 25 ^d 5h | " " 28 ^d 300 Gall |
| March 6 ^d | 1 | 1 | June 2 ^d 1 | 1 | August 25 ^d 4h | February 5 ^d 300 Gall |
| " 13 ^d | 1 | 1 | " 8 ^d 1 | 1 | September 25 ^d 5h | " " 11 ^d 300 Gall |
| " 31 | 1 | 1 | " 26 ^d 1 | 1 | October 12 ^d 4h | " " 19 ^d 380 Gall |
| April 10 ^d | 1 | 1 | Dec 1 ^d | 1 | 1853 | " " 26 ^d 300 Gall |
| " 21 ^d | 1 | 1 | " 6 ^d 0 | 1 | January 7 ^d 5h | March 2 ^d 200 Gall |
| " 28 ^d | 1 | 1 | " 17 ^d 1 | 1 | April 2 ^d 4h | " " 9 ^d 300 Gall |
| May 5 ^d | 1 | 1 | " 26 ^d 1 | 1 | June 2 ^d 4h | " " 18 ^d 300 Gall |
| " 12 ^d | 1 | 1 | 26 ^d 2 | 1 ^{1/2} | April 1 ^d | April 1 ^d 300 Gall |
| " 19 ^d | 1 | 1 | 29 ^d 1 | 1 | " 15 ^d | " " 10 ^d 300 Gall |
| " 26 ^d | 1 | 1 | 15 ^d 1 | 1 | " 8 ^d | " " 8 ^d 200 Gall |
| June 3 ^d | 1 | 1 | 23 ^d 1 | 1 ^{1/2} | " 2 ^d | " " 2 ^d 300 Gall |
| " 10 ^d | 1 | 1 | Feb 5 ^d | 1 | " 30 ^d | " " 30 ^d 300 Gall |
| " 16 ^d | 1 | 1 | " 15 ^d 2 | 1 ^{1/2} | May 6 ^d | " " 20 ^d 300 Gall |
| " 23 ^d | 1 | 1 | " 14 ^d 1 | 1 ^{1/2} | " 18 ^d | " " 18 ^d 300 Gall |
| " 29 ^d | 1 | 1 | " 3 ^d 2 | 1h | " 15 ^d | " " 8 ^d 200 Gall |
| July 6 ^d | 1 | 1 | " 12 ^d 1 | 1 | " 21 ^d | " " 21 ^d 300 Gall |
| " 11 ^d | 1 | 1 | " 21 ^d 1 | 1 | " 27 ^d | " " 27 ^d 300 " |
| " 17 ^d | 1 | 1 | Oct 27 ^d | 1 | June | " " 3 ^d " |

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New Bedford On a Whaling Voyage Capt Waterman
the part of New Bedford (J. D. Thompson Agent) Master

| 1853 | Flour 1853 | Buckles 1853 | Coffee 1853 |
|------------------------|---|--------------------------------------|--|
| Septem | Septemb 20 th in Ball | Sep 20 th 90 Gal | Sept 1853 |
| " | October 13 th two Barls | November 8 th 60 Gal | Oct 1853 |
| November | November 1 st two Barls | December 18 th 90 Gal 3 | " 15 th 1 Barl |
| " | " 6 th " " | February 28 th 88 Gal 3 | " 25 th one Barl |
| " | " 17 th one Barls | May the 15 th 90 Gal 3 | June 12 th one Barl |
| December | the 19 th one half Barl | July the 10 th 90 Gal 3 | " 21 st " 1 Barl |
| " | " 30 th one Barl | October 10 th 90 Gal 3 | July 17 th " 1 Barl |
| January | the 17 th 2 Barls | April 8 th 90 Gal 3 1853 | " 26 th " 1 Barl |
| " | the 25 th 1 Barl | May 1 st 1853 | August 10 th 1 Barl |
| February | the 8 th 1 Barl | March 7 th Stated 4 Barls | " 27 th " 1 Barl |
| " | the 21 st 1 Barl | May 17 th Stated 4 Barls | September 18 th 1 Barl |
| " | the 28 th 1 Barl | | " 27 th 1 Barl |
| March 16 th | the 15 th 1 Barl | | October 5 th 3 ² Barl |
| April 6 th | 1 Barl | | November 10 th 3 ² Barl |
| " 27 th | 2 ¹ / ₂ Barl 1 Barl | | January 5 th 4 ¹ / ₂ Barl |

| 1853 | Butter 1853 | Sugar | Beans 1853 |
|-------------------------------|--------------------|--|--|
| September | One bagg of Butter | | Butcher's to Bear |
| November | One bagg of Butter | | March 8 th one 90 |
| December 9 th | " " " | | |
| January 21 st | " " Butter | Peter 25 th first time | |
| March 20 th | " " Butter | November 17 th One emosail | |
| May 20 th 1854 | " " Butter | December 1 st " " | |
| July 6 th 1854 | " " Butter | February 15 th from campals | |
| September 1854 | " " Butter | | Sept 1853 Park 45 |
| October 27 th 1854 | " " Butter | | April 1 st 2 |
| December 1 st | " " Butter | | May 2 nd 1 |
| " | | | " 12 th 2 |
| " | | | " 25 th 1 |
| " | | | June 1 st 1 |
| " | | | " 8 th 1 |
| " | | | " 14 th 1 |
| " | | | " 21 st 1 |
| " | | | " 27 th 1 ¹ / ₂ |

Oily stuff taken on board Ship Charnier of New
Orleans by Capt (Waterman Master) the Voyage commencing
September the 2nd A.D. 1855

| October 4 th | Spun | Gum | Spun | 1855 | 1855 | Spun | 1855 | Spun | 1855 |
|-------------------------|------|------|------|------|-------|------|------|------|----------|
| | 150 | | Spun | 29 | | Spun | 29 | oil | 150 |
| | 170 | | 158 | | 256 | | | | 250 |
| | 158 | | 190 | | 167 | | | | 144 |
| | 171 | | 158 | | 109 | | | | 251 |
| | 167 | | 158 | | 109 | | | | 164 |
| | 240 | | 158 | | 115 | | | | 199 |
| | 240 | | 90 | | 167 | | | | 160 |
| | 160 | | 109 | | 170 | | | | 143 |
| | 150 | 1579 | 121 | | 170 | | | | 143 |
| | 132 | | 180 | | 197 | | | | 93 |
| | 149 | | 190 | | 109 | | | | 105 |
| | 160 | | 180 | | 189 | | | | 112 |
| | 156 | | 158 | | 234 | | | | 180 |
| | 156 | | | Re | 2122 | | | | 150 |
| | 254 | | 234 | | 240 | | | | 105 |
| | 185 | | 230 | | 252 | | | | 185 |
| | 145 | | 247 | | 248 | | | | 150 |
| | 145 | 1742 | 239 | | 270 | | | | 150 8885 |
| | 9663 | 3021 | 239 | | 140 | | | | 2835 |
| March 8 th | 1855 | Spun | 250 | | 153 | | | | |
| | 188 | | 150 | | 165 | | | | |
| | 160 | | 165 | | 262 | | | | |
| | 266 | | 150 | | 194 | | | | |
| | 259 | | 147 | | 128 | | | | |
| | 144 | | 230 | | 235 | | | | |
| | 147 | | 165 | | 120 | | | | |
| | 106 | | 218 | | 148 | | | | |
| | 155 | | 68 | | 170 | | | | |
| | 269 | | 160 | | 124 | | | | |
| | 108 | | 220 | 2675 | 252 | | | | |
| | 190 | | 1566 | 7897 | 167 | | | | |
| | 210 | | | | 123 | | | | |
| | 150 | | | | 240 | | | | |
| | 3800 | 2780 | | | 157 | 1960 | | | |
| | 5920 | | | | 19865 | 5915 | | | |

Dil that woz taken on boad Ship Champion of New Bedford
Capt Waterman Master the Voyage commencing Sept 2 1853

Oil that was taken on board Ship Champion of New
England left Norman's Harbor the Voyage commencing Sept
the 2nd A.D. 1853

| Aug 31 st 1857 | 88446 | August 6 th 1857 | August 12 th 1857 | September 1 st 1857 | Sept 1 st 1857 | September 18 th 1857 |
|-----------------------------|-----------------|-----------------------------|------------------------------|---------------------------------|---------------------------|---------------------------------|
| 162 | 250 | | 189 | 87 | | 223 |
| 234 | 243 | | 196 | 165 | | 200 |
| 110 | 269 | | 155 | 118 | | 150 |
| 160 | 150 | | 164 | 145 | | 145 |
| 230 | 150 | | 150 | 120 | | 160 |
| 109 | 1005 | 90 | 70 | 165 | | 50 |
| B323 | | 165 | 924-924 | 130 | | 251 |
| 31 st 1857 | | 165 | | 130 | | 209 |
| 242 | 180 | | | 190 | | 175 |
| 197 | 298 | | 190 | 175 | | 175 |
| 250 | 250 | 2210 | 190 | 175 | | 170 |
| 250 | B703 | | 55 | 140 | | 240 |
| 250 | | August 10 th | 97 | 130 | | 260 |
| 250 | | | 97 | 100 | | 270 |
| 190 | 150 | | 115 | 90 | 2075 | |
| 120 | 170 | | 115 | 6668 | | |
| B560 | | 100 | 160 | September 10 th 1857 | | 90 |
| August 5 th | | 261 | 150 | 109 | | 160 |
| 234 | 141 | | 140 | 170 | | 160 |
| 190 | 130 | | 100 | 90 | | 110 |
| 180 | 80 | | 140 | 85 | | 120 |
| 190 | 160 | | 158 | 188 | | 120 |
| 190 | 150 | | 160 | 155 | | 193 |
| 170 | 120 | | 96 (1280) | 155 | | 111 |
| 135 | 1189 | 270 | 151 | 203 | | 13812 |
| B380 | | 260 | 256 B788 | 120 | (1484) | 24 |
| August 5 th 1857 | | 136 | 2769 | 150 | | |
| 652 | 120 | | | 118 | 1596 | |
| 232 | 288 | 2761 | 196 | B506 | | |
| 232 | 1888 | | 100-10 | | | |
| 120 | | | 90 | | | |
| 121 | | | 2701 | | | |
| 121 | | | 105 | | | |
| 121 | 1589 | | 210 | 1011 | | |
| B506 | | | B365 | | | |

Oil that was taken on board ship Champion of New Bedford (Lat 23°
N. Lat 23° N. long 60° W.) the Voyage commencing September 22nd A.D. 1853

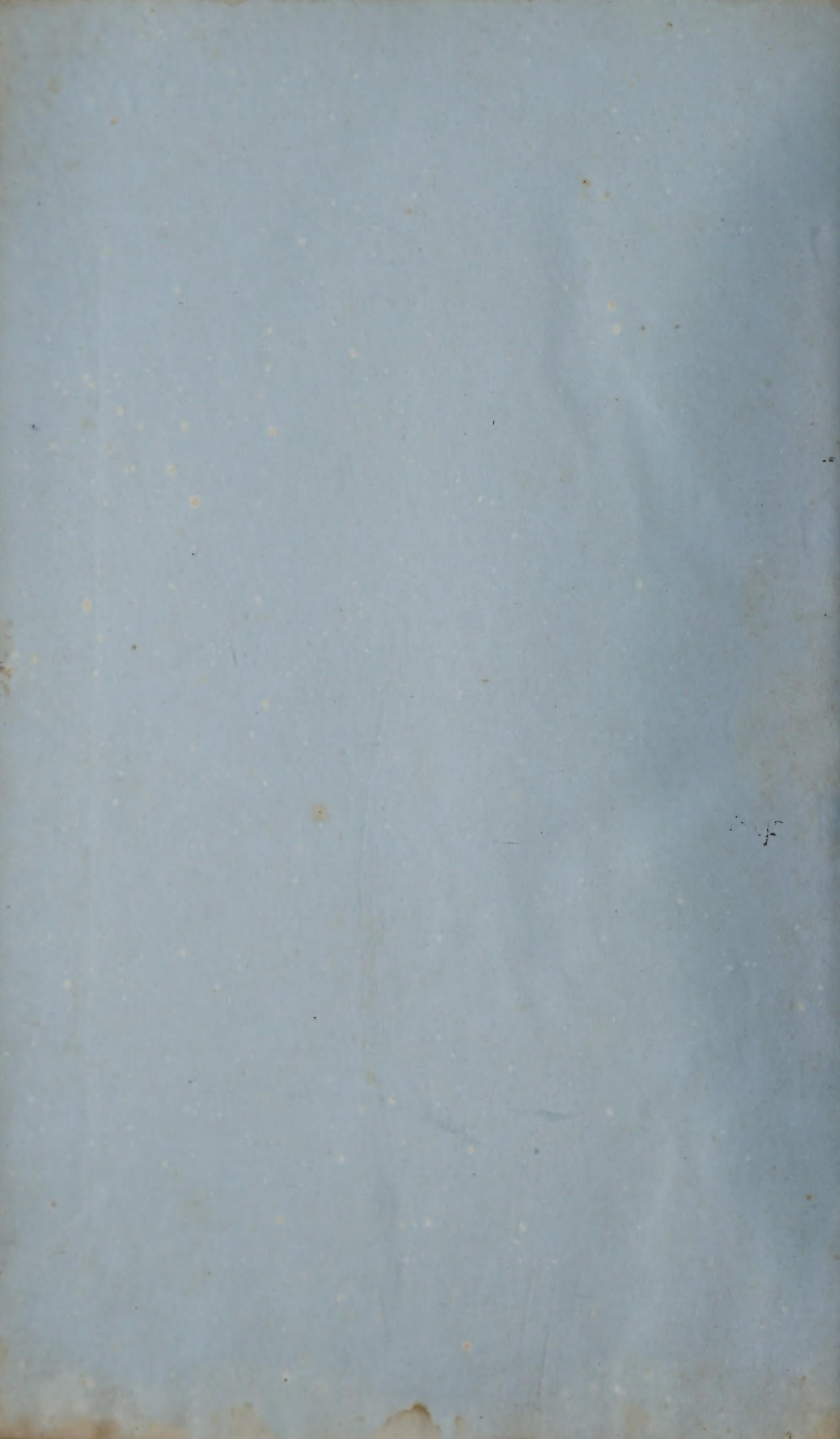
| | | |
|---------------------------|---------|--|
| September 23 ^d | 1853 | |
| 318 | | |
| 307 | | |
| 280 | | |
| 286 | (Picks) | |
| 266 | (Picks) | |
| 266 | (Picks) | |
| 309 | (Picks) | |
| 340 | 2099 | |
| B665 | | |

| | | |
|---------------------------|---------|--|
| September 27 ^d | 1853 | |
| 303 | | |
| 326 | | |
| 337 | | |
| 275 | | |
| 334 | (Picks) | |
| 325 | | |
| 308 | (Picks) | |
| 313 | | |
| 2818 | | |
| 371 | | |
| 370 | | |
| 306 | | |
| 317 | 4112 | |
| B1305 | | |

| | | |
|------------------------|---------|--|
| October 7 ^d | 1853 | |
| 395 | | |
| 330 | | |
| 318 | (Picks) | |
| 313 | (Picks) | |
| 230 | | |
| 140 | (Picks) | |
| 144 | (Picks) | |
| 120 | | |
| 260 | 2183 | |
| B655 | | |







LIFE, PERSONAL APPEARANCE, CHARACTER, AND MANNERS OF GENERAL TOM THUMB.

CHARLES S. STRATTON, universally cognominated *General Tom Thumb, Junior*, was born January 11th, 1832, and is consequently eleven years old at the date of this memoir.

His parents are people of the common size, with nothing at all remarkable in their physical or mental organization. At his birth, the General, for by this title we must call him, weighed nine pounds and two ounces, which is rather greater than the average weight of children at their birth. There were no extraordinary circumstances attending his advent, or preceding it, and he was considered a very handsome, hearty, and promising boy. Nothing remarkable was noticed respecting him, until he was about five months old, when he weighed fifteen pounds, about which time his parents and their neighbors began to remark that he did not continue to grow. Still, there was no indications of disease—the child grew in maturity if not in dimensions, and expecting that he would soon take a start, his parents thought little of the matter. Time passed on, however, and the General remained in *status quo*, growing remarkably strong, playful, active, intelligent, and handsome—increasing in vigor and the manliness of his proportions, but not increasing one inch in height, or one ounce in weight; and it is proper to state that he has always enjoyed a fine appetite, partaking freely of the ordinary dishes found upon the tables of the laboring classes, has refreshing sleep, and has always been in the most perfect health, with the exception of those slight colds, &c., to which the best regulated constitutions are sometimes liable. Subsequent to his birth, his parents have had two other children, who are now well grown and interesting girls of nine and seven years of age. There is nothing in his history or appearance, or of his family, to give the least clue to the astonishing phenomena which he exhibits.

It is very difficult to form a proper idea of the personal appearance of this extraordinary personage. The imagination cannot conceive the possibility of such extreme littleness; and we find it very difficult, even with the help of drawings, to think of a perfect miniature man, only TWENTY-FIVE INCHES HIGH, and so perfect and elegant in his proportions, as to weigh only FIFTEEN POUNDS!

When standing upon the floor, and walking about the room, which he does, dressed in the most elegant and fashionable manner, with all the grace and dignity of the finished gentleman, his head scarcely reaches the knees of a person of ordinary stature, and is about on a level with the seats of the chairs and ottomans of the drawing room.

All his limbs are of the most elegant proportions; his head of the proper size, and beautifully developed, with the handsomest limbs, and prettiest little feet and hands ever seen. His boots are perfect Wellingtons, made from the softest kid, by the most fashionable artists; his clothes are made by the best tailors, and his gloves are, of necessity, furnished to order, for nothing so small and fairy-like are ever otherwise manufactured. His canes, of which he has several, are about ten or twelve inches long, and his hats, for all his different costumes, are of themselves curiosities.

The General has a light complexion, light hair, fresh, rosy cheeks, large beautiful dark eyes, a fine forehead, a handsome mouth, and great vivacity of expression, and hilarity of behavior.

The Editor of the Courier and Enquirer, Col. Webb, whom the General visited soon after his arrival in New York, thus describes him, in that paper:—

"SOMETHING NEW UNDER THE SUN.—While quietly discussing our dinner yesterday, we were honored with a very unceremonious visit from no less a personage than the distinguished *General Thomas Thumb*. We were somewhat annoyed at the interruption at first; but discovering its cause and the honor conferred upon us, very quietly proceeded in the operation of carving a turkey, which the companion of the General assured us weighed more than his grace. We were somewhat disposed to question this; but when informed that *GENERAL THUMB weighs precisely fifteen pounds two ounces!* we admitted the truth of the assertion, and placed the General along side of our plate to superintend the operation of carving. He took his station with great sang froid, and amid the roar of our little ones, quietly kicked aside a tumbler of water which he considered dangerous in the event of his falling into it."

"As soon as we had carved the turkey to his satisfaction, he very gracefully walked around the table, at the risk of being drowned in a wine glass, paid his respects to all who were sitting around it, and selected a seat for himself, in which he ate a very hearty dinner, and drank the health of all present in a glass of *Malmsey*.



"All this may appear fiction to the reader; but it is sober truth. *General THUMB* is eleven years of age, weighs fifteen pounds two ounces, and is exactly twenty-five inches high! Beyond all question, he is the greatest DWARF of whom we have any account, being smaller than Sir JEFFREY HUDSON, (who was actually served up in a Pie for the amusement of guests,) and along-side of whom Major STEVENS declares himself to be a *Giant!* Of a reality, he is the greatest curiosity we have ever seen; and we are quite sure that all who omit to pay their respects to him, at the *American Museum*, will forever regret it.

The gentleman who accompanied the *General*, informs us that at his birth he weighed nine pounds and a half, and acquired his present weight at the age of six months; since which period he has not varied at any time a half pound from his present weight—15 lbs. 2 oz. No description can possibly enable the reader to form any idea of the diminutiveness of this little gentleman, or of the peculiar impression made upon one by his dress and manners. His tailor has certainly exhibited tact and talent in fitting so extraordinary a figure, which by the bye, is well proportioned; but we shrewdly suspect that his CANE is no more or less than the handle of a steel pen with a button on the largest end of it."

In strength, activity, and vivacity, the *General* is remarkable. He often amuses himself by taking hold of a cane with one or both hands, and being carried about the room, which a man can easily do with one hand. He is constantly engaged in walking about, talking, and in various pastimes and employments, from early in the morning till late at night, without showing any signs of fatigue, and seems the happiest little fellow in the world.

Never was a human being, of any size, ever blessed with a kinder heart, or a more excellent disposition. He never forgets an acquaintance, and cherishes his friends with the greatest affection. There is something extremely winning in his manners, and this, with his strange beauty, has made many persons, and especially ladies, so strongly attached to him as to become his almost daily visitors. Children are always delighted with him, and little girls are his especial favorites. He receives all his visitors with a cordial and courtly grace; shaking hands, and kissing the ladies, which it is impossible to prevent his doing, and which he appears to enjoy, especially, when done roughly, or by stealth, with extreme gusto. During his Southern Tour, early in the Spring of 1843, when he was visited by immense crowds in every Atlantic city, he boasts among his other adventures, of having kissed six thousand ladies.

It is natural to suppose that the smallness of brain should limit the development of his intellectual faculties, and such is probably the case, but from obvious circumstances, the General's education has been neglected. There is, however, no lack of intelligence, or aptitude to learn, and the General is now advancing in reading, music, &c., with every prospect of a rapid proficiency.

Of course, General Tom Thumb has been the greatest attraction, made a strong sensation, and drawn admiring crowds in every place which he has visited. At the *American Museum* in New York, he was seen during a few weeks by more than eighty thousand persons. In Philadelphia, Boston, Baltimore, Charleston, &c., his success was not less remarkable. It is true that the other attractions of the *American Museum* are of the highest order, and that under the management of Mr. Barnum, it ranks with the first establishments of the kind in the world; but unquestionably General Thumb has proved, in all his engagements, its greatest card.

While at this popular establishment, his levees at all hours were crowded by the wealth, fashion, and intelligence of the metropolis, and by thousands of strangers arriving and departing. These he welcomed, in the great reception hall of the Museum, and after showing them the splendid Fountain and thousands of beautiful curiosities, with which it was crowded, he appeared again on a raised platform in the great hall, in the third story, where his Miniature Palace, Furniture, and Equipage, caused almost as much sensation as the General himself; and where, amid the million curiosities of nature and art, he was still the greatest wonder.

At each performance in the *Splendid Exhibition Saloon*, he walked upon the Stage, gracefully saluting the crowded audiences, and mounted upon a chair by an assistant, sang in a sweet voice, and with imitable effect, a patriotic song, after which he retired, acknowledging by frequent bows, the rapturous plaudits he never fails of receiving.

A visit to the *Aerial Gardens*, on the roof of the Museum, to view the city by gas or moonlight, and witness the ascension of the illuminated Balloons, would close the pleasures and fatigues of one day of his strange existence.

